986/V.5

SUMMARY of CORRECTIONS

PUBS

MARCH 1986 — VOLUME 5

WORLD AND OCEAN BASIN CHARTS, U.S. COAST PILOTS, SAILING DIRECTIONS, FLEET GUIDES AND OTHER PUBLICATIONS

CORRECTIONS FROM N.M. NO. 27 (5 JULY 1975)
THROUGH N.M. NO. 9 (1 MARCH 1986)

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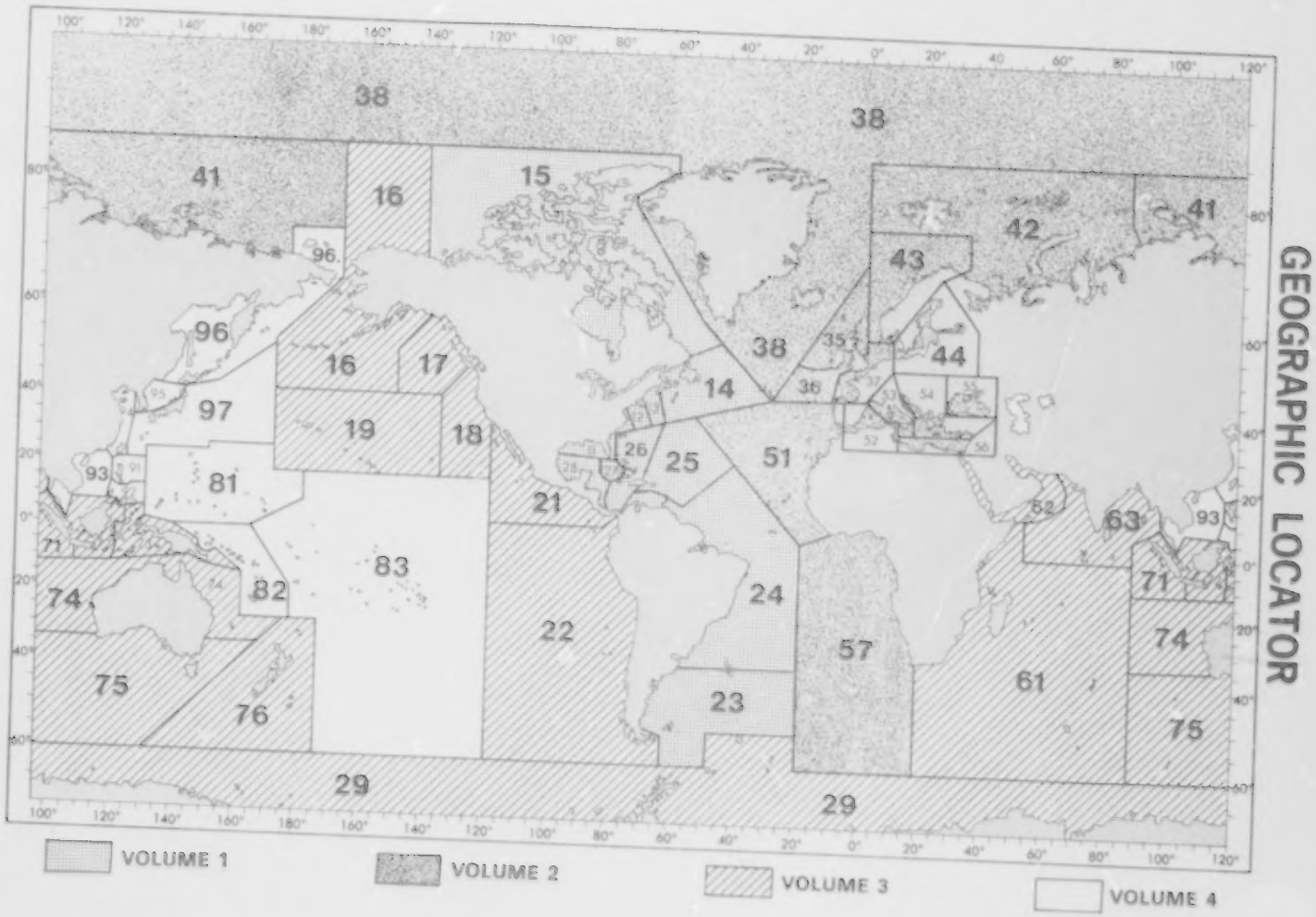

GEOGRAPHIC LOCATOR
VOLUME 1
VOLUME 2
VOLUME 3
VOLUME 4

Summary of Corrections Vol. 5

This Volume contains corrections published in Notice to Mariners Nos. 27 (5 July 1975) through 9 (1 Mar. 1986) for World and Ocean Basin Charts, U.S. Coast Pilots, Sailing Directions, Fleet Guides and miscellaneous publications. Corrections issued prior to the edition date of a chart are not included. Charts listed as canceled in a previous Volume are not repeated. New editions are correct as of the date of the Notice to Mariners they are announced in, providing any additional corrective information contained in that Notice is applied. Chart corrections are arranged in numerical ascending sequence.

Paste-on corrections such as chartlets, depth tabulations, and chart notes will be found in the back of the World and Ocean Basin Chart Section arranged by chart number in numerical ascending sequence. In cases where paste-on corrections supersede previously issued items, only the latest effective item will be included.

The Notice to Mariners must still be referred to for corrections subsequent to the date of this Volume.

The Summary of Corrections is divided into five volumes, each published semi-annually. Four of these volumes are regional in coverage. The fifth volume contains corrections for the world and ocean basin charts, U.S. Coast Pilots and Sailing Directions for the world.

Volume 1—East Coast of North and South America (Subregions 11 thru 15 and 23 thru 28).

Volume 2—Eastern Atlantic and Arctic Oceans, including the Mediterranean Sea (Regions 3, 4 and 5).

Volume 3—Eastern Pacific, Antarctica, Indian Ocean and Australasia (Subregions 16 thru 19,21,22,29, Regions 6 and 7)

Volume 4—Western Pacific (Regions 8 and 9).

Volume 5—World and Ocean Basin Charts, U.S. Coast Pilots, Sailing Directions, Fleet Guides and miscellaneous publications.

(This Volume supersedes previous Vol. 5 Summaries.)

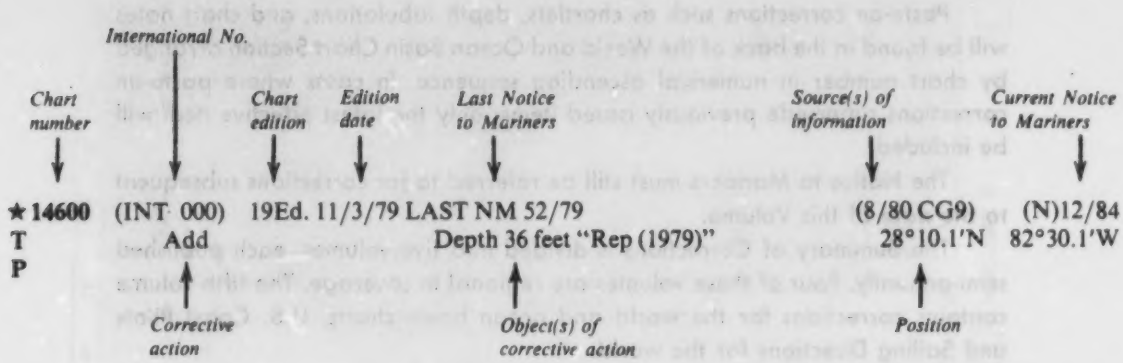
*Miscellaneous Publications which do not have numerical designations are listed alphabetically after the numbered publications.

READEX FICHE

EXPLANATION OF FORMAT

Chart corrections are arranged according to chart number and sequence of issue. Since each correction pertains to a single chart, the action specified applies to that particular chart only. Related charts, if any, are listed separately.

The following examples explain the individual elements of a typical correction:



★14600M (INT 000) 1Ed. 11/3/79 LAST NM 52/79 (8/80 CG9) (N)12/84
T Add Depth 11 meters "Rep (1979)" 28°10.1'N 82°30.1'W
P

A chart number preceded by (a) a star (★) indicates correction based upon original U.S. source information (when more than one chart is affected, only the prime chart—usually of the largest scale—is starred); (b) the letter (**T**) indicates all corrective information is temporary in nature; (c) the letter (**P**) indicates all corrective information is preliminary in nature.

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter (M) is not a part of the chart number.

The letter (N) preceding the current Notice to Mariners number indicates a Distribution Limited (Not For Sale) chart (or publication) that is usually for U.S. Navy, government-owned or -chartered ships' use only.

Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light.

The visibility (range) of lights is usually the distance at which the light can be seen in clear weather. It is expressed either in nautical miles (M, occasionally NM) or in statute miles (St M). The nominal range is given for lights maintained by the U.S. Coast Guard. Visibilities (ranges) for non-U.S. lights are commonly values received from foreign sources.

★1	8Ed. 11/84	NEW EDITION	(DMAHTC) 6/85
1	8Ed. 11/84 LAST NM 6/85		(NVS7398/85) 9/85
	Add	Text, describing light range (visibility), from back of Section I to page V	
1	8Ed. 11/84 LAST NM 9/85		(DMAHTC) 29/85
	Add	Patch (K18), depicting symbol for floodlighted navigational aid, from back of Section I to page 9 after symbol K17	
1	8Ed. 11/84 LAST NM 29/85		(BA CH 5011) 51/85
	Substitute	Patch (Jg), dipicting notice board symbol revision, from back of Section I, for symbol Jg, page 8	
	Add	Patch (NB), depicting notice board abbreviation, from back of Section I to page 37 after second "N" listing	
★1	8Ed. 11/84 LAST NM 51/85		(DMAHTC) 6/86
	Substitute	Patch (M 14a), depicting Ramark legend addition, from back of Section I, for symbol M14a, page 11	
★4	4Ed. 7/28/79	NEW EDITION	(DMAHTC) N38/79
★6	3Ed. 12/77	NEW EDITION	(DMAHC) 14/78
★10	(INT 10) 1Ed. 9/22/84	NEW CHART	(DMAHTC; 15(943)84 Taunton; BA RA) 47/84
	Delete	R Bn (AERO) from light	63°24′N 20°16′W
	Relocate	R Bn close N to	63°59′N 22°44′W
★10	(INT 10) 1Ed. 9/22/84 LAST NM 47/84		(HNNM7551/85) 37/85
	Add	Depth 356 meters	76°10.0′N 8°37.0′W
★12	(INT 12) 1Ed. 9/25/82	NEW CHART	(DMAHTC) 47/82
12	(INT 12) 1Ed. 9/25/82 LAST NM 47/82		(BA LL) 51/82
	Add	Legend "Rep exting (1982)" to light	13°30′N 16°40′W
12	(INT 12) 1Ed. 9/25/82 LAST NM 51/82		(45(2732)82 Taunton) 3/83
	Add	Depth 542 meters	31°00′N 12°36′W
12	(INT 12) 1Ed. 9/25/82 LAST NM 3/83		(47(2888)82 Taunton) 8/83
	Delete	Depth 380 meters	38°20′N 30°00′W

(continued on next page)

12	(Continued)		8/83
	Add	Depths 104 meters	38°20′N 30°06′W
		137 meters	38°45′N 29°08′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 8/83	(NVS6875/83) 12/83
	Delete	Depths 22 meters "Rep (1979)" (PA)	18°30.0′N 63°08.0′W
		18 meters	16°30.0′N 87°35.0′W
	Substitute	Depth 51 meters for 5 meters	14°10.0′N 79°55.0′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 12/83	(NVS/C0001/83) 17/83
	Add	Danger circle "Unexploded Ordnance Rep (1983)"	29°37.5′N 79°44.6′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 17/83	(23/83 CG5) 29/83
	Relocate	R Bn close NW to	34°41.9′N 76°41.0′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 29/83	(NVS6978/83) 31/83
	Substitute	Depth 48 meters for 18 meters	3°26′S 35°03′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 31/83	(NVS7066, 7072/83) 44/83
	Delete	Depths 139 meters	16°20′N 78°40′W
		16 meters	17°10′N 79°23′W
	Add	Depths 586 meters	20°32′N 70°27′W
		408 meters "Rep (1983)" (ED)	16°50′N 79°17′W
		264 meters "Rep (1983)" (ED)	17°01′N 79°32′W
		Legend "(PA)" to depth 532 meters "Rep (1982)"	16°00′N 78°25′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 44/83	(NVS7173/84; 22(202)83 Rio de Janerio) 6/84
	Add	Depths 284 meters "Rep (1983)"	11°16′N 82°50′W
		29 meters "Rep (1983)"	3°53′N 48°55′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 6/84	(NVS7214/84) 13/84
	Add	Depths 176 meters "Rep (1983)" (PA)	11°31′N 80°06′W
		163 meters "Rep (1983)" (PA)	13°47′N 79°04′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 13/84	(NVS7214/84) 15/84
	Add	Depths 503 meters "Rep (1983)" (PA)	14°11.8′N 78°04.0′W
		370 meters "Rep (1983)" (PA)	14°43.4′N 77°48.3′W
		446 meters "Rep (1983)" (PA)	14°55.6′N 77°45.4′W
		362 meters "Rep (1983)" (PA)	17°36.0′N 79°53.7′W
		261 meters "Rep (1983)" (PA)	12°24.1′N 79°39.0′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 15/84	(NVS7226/84; 10(605)84 Taunton) 17/84
	Add	Depths 346 meters	36°26′N 33°51′W
		282 meters "Rep (1983)" (PA)	13°48′N 81°15′W
		392 meters "Rep (1983)" (PA)	12°47′N 82°18′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 17/84	(NVS7266/84) 23/84
	Delete	Depth 256 meters	8°21′S 16°52′W

(continued on next page)

12	(Continued)		23/84
	Add	Depth 256 meters	8°28.8′S 17°04.6′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 23/84	(HNNM7507/85) 31/85
	Add	Depth 16 meters	15°20′N 80°15′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 31/85	(31(2038)85 Taunton) 38/85
	Delete	Depths 278 meters	37°07′N 31°23′W
		1470 meters	37°29′N 26°27′W
	Add	Depths 512 meters	39°07′N 27°39′W
		309 meters	38°44′N 26°32′W
		446 meters	38°10′N 26°02′W
		503 meters	37°45′N 26°18′W
		533 meters	37°26′N 26°27′W
		235 meters	37°08′N 31°24′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 38/85	(34(11)85 Brest) 42/85
	Delete	Depth 476 meters	33°13′N 29°31′W
	Add	Depth 360 meters	33°13′N 29°52′W
12	(INT 12)	1Ed. 9/25/82 LAST NM 42/85	(HNNM7601/85; NVS6056/80) 46/85
	Delete	Depth 60 meters	16°34′N 61°54′W
	Change	Legend "PA" to "ED"	17°40′N 63°50′W
★13	(INT 13)	1Ed. 9/25/82 NEW CHART	(DMAHTC) 47/82
13	(INT 13)	1Ed. 9/25/82 LAST NM 47/82	(47(2888)82 Taunton) 8/83
	Add	Depth 104 meters	38°20′N 30°06′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 8/83	(NVS6875/83) 12/83
	Delete	Depth 22 meters "Rep (1979)" (PA)	18°30.0′N 63°08.0′W
	Substitute	Depth 51 meters for 5 meters	14°10.0′N 79°55.0′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 12/83	(NVS/C0001/83) 17/83
	Add	Danger circle "Unexploded Ordnance Rep (1983)"	29°37.5′N 79°44.6′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 17/83	(23/83 CG5) 29/83
	Relocate	R Bn close NW to	34°41.9′N 76°41.0′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 29/83	(NVS6978/83) 31/83
	Substitute	Depth 48 meters for 18 meters	3°26′S 35°03′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 31/83	(NVS7009/83) 36/83
	Add	Depth 37 meters "Rep (1982)" (PA)	45°53′N 47°40′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 36/83	(NVS7066, 7072/83) 44/83
	Delete	Depths 139 meters	16°20′N 78°40′W
		16 meters	17°10′N 79°23′W

(continued on next page)

13 (Continued)			
Add	Depths 586 meters		44/83
	408 meters "Rep (1983)" (ED)		20°32′N 70°27′W
	264 meters "Rep (1983)" (ED)		16°50′N 79°17′W
			17°01′N 79°32′W
	Legend "(PA)" to depth 532 meters "Rep (1982)"		16°00′N 78°25′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 44/83	(NVS7173/84; 22(202)83 Rio de Janeiro) 6/84	
Add	Depths 284 meters "Rep (1983)"		11°16′N 82°50′W
	29 meters "Rep (1983)"		3°53′N 48°55′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 6/84	(NVS7214/84) 13/84	
Add	Depths 176 meters "Rep (1983)" (PA)		11°31′N 80°06′W
	163 meters "Rep (1983)" (PA)		13°47′N 79°04′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 13/84	(NVS7214/84) 15/84	
Add	Depths 503 meters "Rep (1983)" (PA)		14°11.8′N 78°04.0′W
	370 meters "Rep (1983)" (PA)		14°43.4′N 77°48.3′W
	446 meters "Rep (1983)" (PA)		14°55.6′N 77°45.4′W
	362 meters "Rep (1983)" (PA)		17°36.0′N 79°53.7′W
	261 meters "Rep (1983)" (PA)		12°24.1′N 79°39.0′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 15/84	(NVS7226/84; 10(605)84 Taunton) 17/84	
Add	Depths 346 meters		36°26′N 33°51′W
	282 meters "Rep (1983)" (PA)		13°48′N 81°15′W
	392 meters "Rep (1983)" (PA)		12°47′N 82°18′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 17/84	(27(601,608,614)84 Ottawa) 42/84	
Delete	R Bns		53°31′N 55°45′W
			54°28′N 56°56′W
			55°13′N 59°08′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 42/84	(HNNM7507/85) 31/85	
Add	Depth 16 meters (ED)		15°20′N 80°15′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 31/85	(NVS6998/85) 32/85	
Delete	Depth 14 meters		15°20′N 80°24′W
13 (INT 13)	1Ed. 9/25/82 LAST NM 32/85	(HNNM7601/85; NVS6056/80) 46/85	
Delete	Depth 60 meters		16°34′N 61°54′W
Change	Legend "PA" to "ED"		17°50′N 63°30′W
★14 (INT 14)	2Ed. 12/3/83 NEW EDITION	(DMAHTC; 47(2888)82 Taunton) 9/84	
Delete	Depth 79 meters (Previously published 50/83)		16°55′N 23°32′W
Delete	Depth 100 meters (Previously published 53/83)		17°08′N 21°54′W

(continued on next page)

★14	(Continued)		9/84
	Add	Depths 93 meters	17°11.7′N 21°58.1′W
		497 meters	15°44.6′N 22°10.3′W
		(Previously published 53/83)	
	Add	Depth 137 meters	37°45.4′N 29°07.7′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 9/84	(45(2902)83 Taunton) 12/84
	Substitute	Depth 427 meters for 497 meters	15°44.6′N 22°10.3′W
		(See 9/84-14)	
14	(INT 14)	2Ed. 12/3/83 LAST NM 12/84	(8(466)84 Taunton) 14/84
	Substitute	Depth 20 meters for 13.7 meters	60°15′N 1°58′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 14/84	(10(605)84 Taunton) 16/84
	Add	Depth 346 meters	36°26′N 33°51′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 16/84	(13(819)84 Taunton) 20/84
	Add	Depth 514 meters	37°31.5′N 29°36.7′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 20/84	(NVS7266/84) 23/84
	Delete	Depth 256 meters	8°10.0′S 16°56.0′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 23/84	(17(1103)84 Taunton) 27/84
	Change	Legend "Kitona Base" to "Banana"	5°50′S 11°30′E
14	(INT 14)	2Ed. 12/3/83 LAST NM 27/84	(19(1186), 20(1245)84 Taunton) 28/84
	Delete	R Bn (AERO)	28°29.0′N 16°18.0′W
	Add	Light flare symbol	59°07.3′N 5°48.8′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 28/84	(34(2216)84 Taunton) 41/84
	Delete	R Bn (AERO)	11°55′N 15°38′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 41/84	(13(882), 17(1131)85 Taunton) 29/85
	Delete	Depth 1470 meters	37°29′N 26°30′W
	Add	Chartlet, depicting changes in hydrography, from back of Section I	43°00′N 28°50′W
		Depth 724 meters	37°28′N 26°30′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 29/85	(21(1395)85 Taunton) 32/85
	Add	Buoy "ODAS", red and yellow, pillar, IQ 25s	48°35′N 12°27′W
14	(INT 14)	2Ed. 12/3/83 LAST NM 32/85	(31(2038)85 Taunton) 38/85
	Delete	Depth 724 meters	37°28′N 26°30′W
		(See 29/85-14)	
	Substitute	Depth 235 meters for 278 meters	37°08′N 31°24′W
	Add	Depth 533 meters	37°26′N 26°27′W
		309 meters	38°44′N 26°32′W

14 (INT 14)	2Ed. 12/3/83 LAST NM 38/85		(33(2164)85 Taunton) 40/85
Add	Buoy "ODAS R1", Y, pillar, Fl(5) Y 20s		51°09′N 14°08′W
14 (INT 14)	2Ed. 12/3/83 LAST NM 40/85		(34(2245)85 Taunton) 41/85
Delete	Buoy "ODAS" (Supersedes 32/85-14)		48°35′N 12°27′W
14 (INT 14)	2Ed. 12/3/83 LAST NM 41/85		(34(11)85 Brest) 42/85
Delete	Depth 476 meters		33°13′N 29°31′W
Add	Depth 360 meters		33°13′N 29°52′W
14 (INT 14)	2Ed. 12/3/83 LAST NM 42/85		(23(33)83 Brest) 43/85
Substitute	Depth 3980 meters for 329 meters		19°27′N 23°20′W
14 (INT 14)	2Ed. 12/3/83 LAST NM 43/85		(41(26)85 Brest) 50/85
Delete	Depth 691 meters		46°18′N 27°30′W
★20 (INT 20)	1Ed. 7/11/81 NEW CHART		(DMAHTC) 36/81
20 (INT 20)	1Ed. 7/11/81 LAST NM 36/81		(12(164)81 Valparaiso) 47/81
Delete	Depth 44 meters		55°29′S 65°49′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 47/81		(DMAHTC) 1/82
Add	Light flare symbol		23°00′S 42°00′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 1/82		(15(132), 23(237)81; 1(18)82 Rio de Janeiro) 21/82
Delete	Depths 89 meters		44°00′S 50°50′W
	272 meters		1°10′N 30°19′W
Substitute	Depths 1708 meters for 1108 meters		52°35′S 55°07′W
	3323 meters for 323 meters		56°59′S 25°45′W
	170 meters for 70 meters		33°45′S 50°43′W
Add	Depths 275 meters		3°38′S 36°43′W
	1680 meters		1°23′N 30°25′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 21/82		(22(222)81 Rio de Janeiro) 32/82
Substitute	Depth 23 meters for 27 meters		17°50′S 35°58′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 32/82		(4(8)82 Buenos Aires) 35/82
Add	Depth 6 meters		42°10′S 63°22′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 35/82		(28(1714)82 Taunton) 46/82
Substitute	Depth 70 meters for 95 meters		9°43.9′S 12°48.3′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 46/82		(8(550)83 Taunton) 15/83
Add	Depth 84 meters		59°44′S 28°11′W
20 (INT 20)	1Ed. 7/11/81 LAST NM 15/83		(NVS6978/83) 31/83
Substitute	Depth 48 meters for 18 meters		3°26′S 35°03′W

(continued on next page)

20	(Continued)		31/83
	Add	Depth 27 meters	20°32′S 38°07′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 31/83	(23(1510)83 Taunton) 33/83
	Delete	Depth 1028 meters	54°29′S 55°11′W
	Add	Depth 462 meters	54°32′ 18°′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 33/83	(29(1876)83 Taunton) 37/83
	Add	Depth 598 meters	30°40′S 35°27′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 37/83	(14(119)83 Rio de Janeiro) 43/83
	Relocate	R Bn (AERO) close N to	8°02′S 34°57′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 43/83	(22(202)83 Rio de Janeiro) 6/84
	Add	Depth 29 meters "Rep (1983)"	3°53′N 48°50′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 6/84	(NVS7266/84) 23/84
	Delete	Depth 256 meters	8°20′S 16°52′W
	Add	Depth 256 meters	8°28.8′S 17°04.6′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 23/84	(28(1823)84 Taunton) 35/84
	Delete	Depth 14.6 meters (PD) and enclosing danger circle	43°50′S 47°20′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 35/84	(NVS7387/85) 7/85
	Add	Depth 11 meters "Rep (1984)"	3°16′N 48°21′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 7/85	(2(159)85 Taunton) 8/85
	Delete	Depth 598 meters	30°40′S 35°27′W
	Add	Depth 380 meters	30°47′S 35°18′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 8/85	(20(1318)85 Taunton) 31/85
	Add	Depth 55 meters	51°13.7′S 66°07.2′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 31/85	(HNNM7581, 7572/85) 40/85
	Add	Depth 12 meters "Rep (1966)" (PA)	21°25.0′S 40°13.0′W
		10 meters "Rep (1985)" (PA)	3°24.0′N 48°12.9′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 40/85	(35(2351)85 Taunton) 42/85
	Add	R Bn with light flare symbol	20°30′S 29°20′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 42/85	(36(2404)85 Taunton) 46/85
	Add	Depths 51 meters	20°05′S 38°06′W
		25 meters	22°32′S 41°16′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 46/85	(23(259)85 Rio de Janeiro) 6/86
	Substitute	Depth 40 meters for depth 44 meters	1°30.0′S 38°04.0′W
		Depth 878 meters for depth 378 meters	8°10.0′S 34°00.0′W
★21	(INT 21)	3Ed. 6/29/85 NEW EDITION	(DMAHTC) 37/85

★22	(INT 22)	1Ed. 11/14/81 NEW CHART	(DMAHTC; 44(2598)81 Taunton) 2/82
	Add	Depth 638 meters	31°46′S 2°12′E
22	(INT 22)	1Ed. 11/14/81 LAST NM 2/82	(1(15)82 Cape Town) 13/82
	Add	Depth 230 meters	26°12′S 6°15′E
22	(INT 22)	1Ed. 11/14/81 LAST NM 13/82	(15(132)81; 1(18)82 Rio de Janeiro) 21/82
	Delete	Depth 272 meters	1°10′N 30°19′W
	Add	Depths 275 meters	3°38′S 36°43′W
		1680 meters	1°23′N 30°25′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 21/82	(15(133)81 Rio de Janeiro) 22/82
	Substitute	Depth 49 meters for 19 meters	0°07′N 45°30′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 22/82	(22(222)81 Rio de Janeiro) 32/82
	Substitute	Depth 23 meters for 27 meters	17°50′S 35°58′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 32/82	(12(114)82 Rio de Janeiro) 45/82
	Delete	Danger circles "ED"	17°10′S 35°42′W
			17°35′S 35°15′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 45/82	(28(1714)82 Taunton) 46/82
	Substitute	Depth 70 meters for 95 meters	9°43.9′S 12°48.3′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 46/82	(BA LL) 47/82
	Delete	Light	0°43′S 8°41′E
22	(INT 22)	1Ed. 11/14/81 LAST NM 47/82	(9(41)83 Brest) 24/83
	Add	Light symbol	0°43′S 8°41′E
		(Supersedes 47/82-22)	
22	(INT 22)	1Ed. 11/14/81 LAST NM 24/83	(5(40)83 Cape Town) 30/83
	Delete	Depth 22 meters	33°50′S 3°10′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 30/83	(NVS6978/83) 31/83
	Substitute	Depth 48 meters for 18 meters	3°26′S 35°03′W
	Add	Depth 27 meters	20°32′S 38°07′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 31/83	(29(1876)83 Taunton) 37/83
	Add	Depth 598 meters	30°40′S 35°27′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 37/83	(14(119)83 Rio de Janeiro) 43/83
	Relocate	R Bn (AERO) close NNE to	8°02′S 34°57′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 43/83	(22(202)83 Rio de Janeiro) 6/84
	Add	Depth 29 meters "Rep (1983)"	3°53′N 48°50′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 6/84	(NVS7266/84) 23/84
	Delete	Depth 256 meters	8°20′S 16°53′W
	Add	Depth 256 meters	8°28.8′S 17°04.6′W

22	(INT 22)	1Ed. 11/14/81 LAST NM 23/84	(BA CH 1365) 24/84
	Add	Depth 146 meters	4°29′N 9°18′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 24/84	(17(1103)84 Taunton) 27/84
	Change	Legend "Kitona Base" to "Banana"	6°10′S 13°10′E
22	(INT 22)	1Ed. 11/14/81 LAST NM 27/84	(28(1822)84 Taunton) 35/84
	Delete	Depth 214 meters	39°28′S 6°37′W
	Add	Depths 240 meters	39°27′S 7°58′W
		176 meters	39°32′S 6°37′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 35/84	(30(1968)84 Taunton) 47/84
	Add	R Bn (AERO) (PA)	15°56′S 5°43′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 47/84	(NVS7387/85) 7/85
	Add	Depth 11 meters "Rep (1984)"	3°16′N 48°20′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 7/85	(2(129)84 Taunton; 10(96)84 Cape Town) 9/85
	Delete	Depths 124 meters	15°41.5′S 6°59.0′W
		655 meters	42°29.0′S 1°29.0′W
	Add	Depths 105 meters	15°38.5′S 6°57.5′W
		326 meters	42°33.0′S 1°31.0′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 9/85	(12(150)84 Rio de Janeiro) 17/85
	Add	Depths 22 meters	33°50.0′S 3°09.0′W
		232 meters	33°58.0′S 2°25.0′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 17/85	(7(69)85 Rio de Janeiro) 33/85
	Add	Depth 35 meters	16°35.1′S 38°29.0′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 33/85	(HNNM7581, 7572/85) 40/85
	Add	Depth 12 meters "Rep (1966)" (PA)	21°25.0′S 40°13.0′W
		10 meters "Rep (1985)" (PA)	3°24.0′N 48°12.9′W
22	(INT 22)	1Ed. 11/14/81 LAST NM 40/85	(35(2351)85 Taunton) 42/85
	Add	R Bn with light flare symbol	20°30′S 29°20′W
★30	10Ed. 9/21/85	NEW EDITION	(DMAHTC) 48/85
★33	10Ed. 12/7/85	NEW EDITION	(DMAHTC) 7/86
★36	6Ed. 11/75	NEW EDITION	(DMAHC) 2/76
★39	5Ed. 11/23/85	NEW EDITION	(DMAHTC) 6/86
★42	9Ed. 7/13/85	NEW EDITION	(DMAHTC) 38/85

★43	4Ed. 7/27/85	NEW EDITION	(DMAHTC) 45/85
★50	(INT 50)	3Ed. 3/24/84 NEW EDITION	(NOS) 21/84
50	(INT 50) Change	3Ed. 3/24/84 LAST NM 21/84 Designation of buoy "51005" to "51001"	(NOS) 22/84 23°26′N 162°18′W
★50	(INT 50) Add	3Ed. 3/24/84 LAST NM 22/84 Depths 221 meters "Rep (1976)" (PA) 172 meters "Rep (1976)" (PA)	(NVS7272/84) 26/84 52°09′N 131°34′W 57°44′N 149°58′W
50	(INT 50) Delete	3Ed. 3/24/84 LAST NM 26/84 Buoy "46003"	(23/84 CG17) 27/84 51°50′N 155°40′W
	Add	Buoy "NOAA 46003", yellow, Fl(4) Y 20s	51°51′N 155°42′W
50	(INT 50) Substitute	3Ed. 3/24/84 LAST NM 27/84 Depth 1127 meters for 112 meters 3402 meters for 340 meters	(28/84 CG13; NOS) 45/84 32°15′N 127°15′W 33°10′N 128°25′W
	Change	Superbuoys ODAS "46002" to Fl(4) "46005" to yellow, Fl Y(4) "46005" to Fl(4) "46006" to Fl(4) "46001" to Fl(4)	42°30′N 130°18′W 46°06′N 131°00′W 50°57′N 135°52′W 40°48′N 137°36′W 56°18′N 148°18′W
50	(INT 50) Add	3Ed. 3/24/84 LAST NM 45/84 Superbuoys, each ODAS, yellow, Fl(4) Y 20s "51002" "51003" "51004"	(39, 46, 47/84 CG14) 52/84 17°11.4′N 157°49.8′W 19°11.0′N 160°49.2′W 17°31.9′N 152°37.1′W
50	(INT 50) Relocate	3Ed. 3/24/84 LAST NM 52/84 Buoy "46003" (51°51′N 155°42′W) to (See 27/84-50)	(47/84 CG13; 50/84 CG17) 3/85 51°51′N 155°55′W
	Change	Buoy "46002" to superbuoy ODAS, yellow, Fl(4) Y 20s (See 45/84-50)	42°30′N 130°18′W
50	(INT 50) Change	3Ed. 3/24/84 LAST NM 3/85 Designation of superbuoy ODAS to "46004" (See 45/84-50)	(NOS) 4/85 50°57′N 135°52′W
50	(INT 50) Relocate	3Ed. 3/24/84 LAST NM 4/85 Superbuoy ODAS "46002" close SE to (See 3/85-50)	(5/85 CG13) 10/85 42°27.5′N 130°16.0′W

50 (INT 50) Delete	3Ed. 3/24/84 LAST NM 10/85 R Bn (AERO) from light		(13/85 CG17) 17/85 59°28′N 146°18′W
★50 (INT 50) Add	3Ed. 3/24/84 LAST NM 17/85 Purple dashed lines (recommended route) joining		(HNNM7457/85) 35/85 35°00.0′N 123°00.0′W
			59°15.0′N 144°03.5′W
			59°58.3′N 145°36.0′W
			60°13.0′N 146°39.8′W
		joining	60°12.2′N 146°41.0′W
			59°56.0′N 145°40.0′W
			59°15.0′N 144°25.0′W
			35°00.0′N 123°23.0′W
		between	37°57.3′N 123°03.2′W
			39°53.0′N 126°31.5′W
		between	40°06.0′N 127°05.0′W
			37°54.6′N 123°05.3′W
		joining	48°31.6′N 124°59.0′W
			48°50.0′N 129°10.0′W
			59°15.0′N 144°03.5′W
		joining	59°15.0′N 144°25.0′W
			48°30.0′N 130°00.0′W
			48°28.0′N 124°59.0′W
	Note "NOTE D US Trans-Alaskan Pipeline System (TAPS) routes are recommended for safe routing of tank vessels between the Port of Valdez, AK and US west coast ports. These are not IMO adopted recommended routes."		45°00.0′N 120°00.0′W
	Legends "Note D"		56°10.0′N 139°30.0′W
			50°30.0′N 135°20.0′W
			39°30.0′N 126°30.0′W
	Purple open-outlined arrows indicating flow of traffic oriented	330°	35°30.0′N 123°00.0′W
		330°	45°00.0′N 130°00.0′W
		330°	55°00.0′N 139°10.0′W
		150.1°	54°00.0′N 139°20.0′W
		150.1°	45°00.0′N 131°30.0′W
		150.1°	35°10.0′N 123°40.0′W
		305.5°	39°10.0′N 124°40.0′W
		125.2°	38°40.0′N 125°00.0′W
		276.3°	49°00.0′N 128°30.0′W

(continued on next page)

★50	(Continued)		
	Add		35/85
		320.2°	56°00.0′N 138°30.0′W
		141.9°	55°30.0′N 139°15.0′W
		090.6°	48°20.0′N 128°30.0′W
50	(INT 50)	3Ed. 3/24/84 LAST NM 35/85	(38/85 CG17) 42/85
	Add	(Inset) Superbuoy ODAS "46035" yellow, Fl(4) Y 20s	56°57.7′N 177°44.0′W
50	(INT 50)	3Ed. 3/24/84 LAST NM 42/85	(NOS) 51/85
	Add	Superbuoy ODAS "46011", yellow, Fl(4) Y 20s	34°52.8′N 120°52.4′W
50	(INT 50)	3Ed. 3/24/84 LAST NM 51/85	(49/85 CG14) 52/85
	Add	Superbuoy ODAS, "51005", yellow, Fl(4) Y 20s	20°21′N 156°04′W
★51	(INT 51)	1Ed. 2/6/82 NEW CHART	(DMAHTC) 18/82
51	(INT 51)	1Ed. 2/6/82 LAST NM 18/82	(NVS6821/82) 52/82
	Add	Depth 109 meters "Rep (1982)"	5°05′N 108°18′W
51	(INT 51)	1Ed. 2/6/82 LAST NM 52/82	(NVS6837/82) 3/83
	Add	Depth 46 meters "Rep (1981)" (PA)	29°33.0′N 116°28.0′W
51	(INT 51)	1Ed. 2/6/82 LAST NM 3/83	(NVS6883/83) 13/83
	Delete	Depth 2793 meters	22°50′N 117°22′W
	Substitute	Depth 439 meters for 521 meters	13°28′N 119°49′W
	Add	Depths 3902 meters	23°03′N 117°22′W
		695 meters	28°45′N 116°00′W
		388 meters	25°39′N 119°20′W
		543 meters	15°20′N 110°56′W
51	(INT 51)	1Ed. 2/6/82 LAST NM 13/83	(NVS6930/83) 22/83
	Add	Depth 19 meters "Rep (1983)"	10°05.6′N 87°09.5′W
51	(INT 51)	1Ed. 2/6/82 LAST NM 22/83	(NVS7017/83) 37/83
	Add	Depth 302 meters "Rep (1983)"	19°11.5′N 105°00.0′W
51	(INT 51)	1Ed. 2/6/82 LAST NM 37/83	(NVS6883/83) 43/83
	Substitute	Depth 803 meters for 244 meters	29°13′N 116°19′W
51	(INT 51)	1Ed. 2/6/82 LAST NM 43/83	(NVS6906/83) 48/83
	Substitute	Depths 270 meters for 215 meters	0°13′S 88°43′W
		184 meters for 197 meters	7°32′N 84°02′W
	Add	Depths 549 meters	7°45′N 85°52′W
		925 meters	7°19′N 85°41′W
		887 meters	7°40′N 84°45′W
		439 meters	3°18′N 88°17′W

51 (INT 51) Add	1Ed. 2/6/82 LAST NM 48/83 Depth 68 meters "Rep (1983)"		(NVS0011/83) 52/83 12°25′N 88°17′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 52/83 Depth 357 meters (PA)		(NVS7138/83) 1/84 6°59′N 81°42′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 1/84 Chartlet, depicting changes in hydrography, from back of Section I		(US CH E1306) 7/84 30°30′N 123°20′W
51 (INT 51) Delete	1Ed. 2/6/82 LAST NM 7/84 Light		(NVS7233/84) 17/84 9°32′N 85°06′W
51 (INT 51) Substitute	1Ed. 2/6/82 LAST NM 17/84 Depths 1518 meters for 518 meters 1327 meters for 1827 meters		(NVS7383/85) 6/85 7°02′N 161°55′W 5°00′N 161°10′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 6/85 Depth 225 meters "Rep (1984)"		(NVS7391/85) 19/85 9°29′N 160°58′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 19/85 Purple dashed lines (recommended route) between		(HNNM7457/85) 34/85 35°00′N 123°00′W 40°00′N 126°40′W
		between	35°00′N 123°23′W 40°00′N 127°00′W
		between	37°58′N 123°03′W 39°53′N 126°31′W
		between	40°06′N 127°05′W 37°55′N 123°05′W
	NOTE "NOTE A US Trans-Alaskan Pipeline System (TAPs) routes are recommended for safe routing of tank vessels between the Port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes."		33°30′N 105°00′W
	Legend "See Note A"		38°00′N 125°20′W
	Purple open-outlined arrows indicating flow of traffic oriented 330.1°		38°00′N 124°40′W
		150.1°	38°00′N 126°00′W
		305.5°	39°10′N 124°40′W
		125.2°	38°30′N 124°40′W
★53 (INT 53)	1Ed. 12/19/81 NEW CHART		(DMAHTC) 8/82

53 (INT 53)	1Ed. 12/19/81 LAST NM 8/82	(US CH 500; NVS6630/81) 21/82	
Delete	Buoy "(EB-35)"	55°20′N 157°00′W	
Relocate	Buoy "(EB-17)" close SE to and change designation to "46003"	51°52′N 155°50′W	
53 (INT 53)	1Ed. 12/19/81 LAST NM 21/82	(NVS6700/82) 30/82	
Add	Depth 370 meters (unexamined) "Rep (1982)"	23°05′N 142°20′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 30/82	(NVS6774/82) 42/82	
Delete	Depth 62 meters	28°00′N 141°56′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 42/82	(38(2312)82 Taunton) 6/83	
Add	R Bn	59°09′N 146°03′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 6/83	(3(76)84 Tokyo) 10/84	
Delete	Depth 18.2 meters	26°05′N 128°10′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 10/84	(NVS7268/84) 24/84	
Delete	Depth 21.5 meters	23°13′N 162°18′E	
	Danger circles	22°56′N 162°21′E	
		22°47′N 162°29′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 24/84	(23/84 CG17) 27/84	
Delete	Buoy "46003"	51°52′N 155°50′W	
Add	Buoy "NOAA 46003", yellow, Fl(4) Y 20s	51°51′N 155°42′W	
53 (INT 53)	1Ed. 12/19/81 LAST NM 27/84	(22(541)83, 31(1004)84 Tokyo) 47/84	
Add	Superbuoy "ODAS-J8" Fl Ra Ref	28°59′N 135°00′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 47/84	(38(1214)84 Tokyo) 50/84	
Delete	Depth 21 meters	25°40′N 127°32′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 50/84	(NVS7366/84) 51/84	
Add	Legend "Rep (1972) ED" to depth 84 meters	43°31′N 147°05′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 51/84	(50/84 CG17) 3/85	
Relocate	Buoy "46003" (51°51′N 155°42′W) to (See 27/84-53)	51°51′N 155°55′W	
53 (INT 53)	1Ed. 12/19/81 LAST NM 3/85	(1(20 para 3)85 Tokyo) 8/85	
Delete	Dangerous submerged rock	54°27′N 161°58′E	
53 (INT 53)	1Ed. 12/19/81 LAST NM 8/85	(NVS7424/85) 16/85	
Add	Depths 158 meters	28°20′N 178°24′W	
53 (INT 53)	1Ed. 12/19/81 LAST NM 16/85	(11(283)85 Tokyo) 19/85	
Add	Depth 103 meters	26°04′N 140°57′E	
	Dashed-line circle "Sub Vol"	26°07′N 141°06′E	

53	(INT 53)	1Ed. 12/19/81 LAST NM 19/85	(NVS6800/82) 25/85
	Delete	Depth 5.7 meters	55°50′N 162°25′E
53	(INT 53)	1Ed. 12/19/81 LAST NM 25/85	(27(825)85 Tokyo) 33/85
	Delete	Depths 25.5 meters	28°07′N 126°47′E
		43 meters	27°11′N 126°08′E
		18 meters	25°35′N 126°13′E
★62	(INT 62)	2Ed. 8/4/84 NEW EDITION	(DMAHTC) 39/84
62	(INT 62)	2Ed. 8/4/84 LAST NM 39/84	(20(1318)85 Taunton) 31/85
	Add	Depth 55 meters	51°12′S 66°04′W
62	(INT 62)	2Ed. 8/4/84 LAST NM 31/85	(10(101)85 Valparaiso) 33/85
	Delete	Depths 33 meters	5°48.0′N 81°38.0′W
		33 meters	0°20.0′S 89°20.0′W
62	(INT 62)	2Ed. 8/4/84 LAST NM 33/85	(32(2137)85 Taunton) 39/85
	Delete	R Bn (AERO)	27°09′S 109°26′W
★70	(INT 70)	3Ed. 9/21/85 NEW EDITION	(DMAHTC) 50/85
70	(INT 70)	3Ed. 9/21/85 LAST NM 50/85	(42(2552)82 Taunton) 51/85
	Substitute	Light symbol for position circle	22°12.0′S 48°01.0′E
		Note: Aero radiobeacon remains	
70	(INT 70)	3Ed. 9/21/85 LAST NM 51/85	(42(59)85 Brest) 2/86
	Add	Depths 430 meters	42°37′S 42°12′E
		585 meters	42°44′S 42°36′E
★71	(INT 71)	2Ed. 10/16/82 NEW EDITION	(DMAHTC) 1/83
71	(INT 71)	2Ed. 10/16/82 LAST NM 1/83	(US RA) 4/83
	Add	R Bn at light	8°16.1′N 73°01.9′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 4/83	(BA RA; FLIP; Fr CH 6638) 7/83
	Add	R Bn (AERO)	23°35′N 58°16′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 7/83	(42(2552)82 Taunton) 12/83
	Add	Light symbol and R Bn (AERO)	22°12.0′S 48°01.0′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 12/83	(DMAHTC) 29/83
	Delete	R Bn (AERO)	6°55′S 39°12′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 29/83	(Fr CH 1223) 30/83
	Add	R Bn (AERO)	21°17′S 55°23′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 30/83	(22(1437)83 Taunton) 32/83
	Delete	R Bn (AERO)	7°55′N 79°45′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 32/83	(NVS7035/83) 40/83
	Add	Depth 187 meters "Rep (1982)"	7°38.4′S 71°24.0′E

71 (INT 71)	2Ed. 10/16/82 LAST NM 40/83		(35(2239)83 Taunton) 42/83
Add	R Bn (AERO)		19°43′S 63°24′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 42/83		(6(367)84 Taunton) 14/84
Add	Depth 424 meters		8°25′S 109°43′E
★71 (INT 71)	2Ed. 10/16/82 LAST NM 14/84		(NVS7273/84) 26/84
Delete	Depth 128 meters "Rep (1981)" (PA)		18°12′S 88°03′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 26/84		(US RA) 28/84
Delete	R Bn (AERO)		24°55′N 67°10′E
Add	R Bn (AERO)		24°51′N 66°39′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 28/84		(11(265)84 Dehra Dun) 31/84
Add	Light symbol (PA)		11°41′N 72°41′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 31/84		(12(290)84 Dehra Dun) 33/84
Add	Light symbol		11°15′N 72°47′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 33/84		(BA LL; BA RA) 34/84
Delete	Legend "(AERO)" from P. Bn		21°26′N 92°00′E
Add	Light symbol and R Bn		21°53′N 91°51′E
	Light symbol		20°38′N 92°19′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 34/84		(NVS7308/84) 35/84
Add	Depth 179 meters "Rep (1961)" (PA)		12°33.6′N 45°04.4′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 35/84	(19(461), 22(537)84 Dehra Dun) 4/85	
Add	Light symbol with legend "Kasaragod"		12°30′N 74°58′E
	Light symbol		16°15′N 81°14′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 4/85		(47(787)84 Sydney) 11/85
Delete	Depth 16 meters		13°09′S 96°05′E
Add	Depth 18 meters with legend "Muirfield Seamount"		13°10′S 96°11′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 11/85		(BA CH 4070) 16/85
Add	Depth 9 meters		4°58′S 72°40′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 16/85		(11(766)85 Taunton) 22/85
Add	Depth 20 meters "Rep (1985)"		6°27′S 58°10′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 22/85		(26(1733)85 Taunton) 34/85
Delete	R Bn (AERO) at light		17°41′N 83°15′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 34/85		(30(1983)85 Taunton) 37/85
Add	Depth 41 meters "Rep (1985)"		19°42′S 64°22′E
71 (INT 71)	2Ed. 10/16/82 LAST NM 37/85		(30(1984)85 Taunton) 38/85
Add	Depths 37 meters		6°29.0′S 57°10.0′E
	22 meters "Rep (1985)"		6°26.0′S 58°31.0′E

71	(INT 71)	2Ed. 10/16/82 LAST NM 38/85	(BA RA; DMAHTC) 47/85
	Delete	R Bn (AERO)	25°05′N 61°45′E
	Add	R Bn at light	22°20′N 86°45′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 47/85	(BA RA) 51/85
	Delete	R Bn at light	22°20′N 86°45′E
		(See 47/85-71)	
	Add	R Bn at light	20°20′N 86°45′E
71	(INT 71)	2Ed. 10/16/82 LAST NM 51/85	(46(3068)85 Taunton) 2/86
	Delete	Depth 245 meters	7°35′N 72°49′E
	Add	Depth 91 meters "Rep 1985"	7°38′N 72°43′E

★**72**	(INT 72)	2Ed. 4/23/83 NEW EDITION	(DMAHTC; 3(200)83 Taunton; BA RA; NVS6335/81) 26/83
	Add	Depths 444 meters	43°48′S 38°55′E
		277 meters	44°45′S 37°15′E
		(Previously published 18/83)	
	Delete	R Bn (AERO)	20°16′S 57°28′E
	Add	Depth 33 meters "Rep (1980)"	25°04′S 35°17′E
		R Bn (AERO)	21°17′S 55°27′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 26/83	(13(892)83 Taunton) 27/83
	Add	Depth 276 meters	46°46.5′S 52°45.0′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 27/83	(1(56)82 Taunton) 28/83
	Substitute	Depth 717 meters for overprint	32°48.0′S 57°20.0′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 28/83	(DMAHTC) 29/83
	Delete	R Bn (AERO)	6°55′S 39°12′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 29/83	(31(2020)83 Taunton) 39/83
	Substitute	Depth 102 meters for reported depth 102 meters and add legend "Melville Bank"	38°29′S 46°43′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 39/83	(7(46)83 Cape Town; NVS7035/83) 40/83
	Delete	Depth 1628 meters	44°37.0′S 37°38.0′E
	Add	Depth 187 meters "Rep (1982)"	7°38.4′S 71°24.0′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 40/83	(33(2146)83 Taunton) 41/83
	Add	Depth 597 meters "Rep"	26°53′S 45°59′E
72	(INT 72)	2Ed. 4/23/83 LAST NM 41/83	(35(2239)83 Taunton) 42/83
	Add	R Bn (AERO)	19°43′S 63°24′E

72 (INT 72)	2Ed. 4/23/83 LAST NM 42/83		(36(2358,2359)84 Taunton) 43/84
Add	Depth 192 meters		28°40′S 32°40′E
	349 meters		26°26′S 34°21′E
72 (INT 72)	2Ed. 4/23/83 LAST NM 43/84		(40(2637)84 Taunton) 46/84
Delete	Depth 255 meters		46°02.0′S 42°20.0′E
Add	Depth 214 meters		46°02.5′S 42°06.0′E
72 (INT 72)	2Ed. 4/23/83 LAST NM 46/84		(BA CH 4070; 8(544)85
			Taunton) 16/85
Substitute	Depth 9 meters for danger circle		4°58′S 72°40′E
	Depth 15 meters for 18 meters		33°09′S 43°50′E
Add	Legend "(Breaks)"		33°22′S 42°58′E
72 (INT 72)	2Ed. 4/23/83 LAST NM 16/85		(11(766)85 Taunton) 22/85
Add	Depth 20 meters "Rep (1985)"		6°27′S 58°10′E
72 (INT 72)	2Ed. 4/23/83 LAST NM 22/85		(30(1983)85 Taunton) 37/85
Add	Depth 41 meters "Rep (1985)"		19°42′S 64°22′E
72 (INT 72)	2Ed. 4/23/83 LAST NM 37/85		(7(58, 59)85 Cape Town; SAN
			CH 133, 30(1984)85 Tntn) 38/85
Add	Light symbol and R Bn		28°09′S 32°33′E
	Light symbol to radiobeacon		28°31′S 32°24′E
	Depths 283 meters		41°55′S 42°21′E
	37 meters		6°29′S 57°10′E
	22 meters "Rep (1985)"		6°26′S 58°31′E
72 (INT 72)	2Ed. 4/23/83 LAST NM 38/85		(42(59)85 Brest; 46(3068)85
			Taunton) 2/86
Delete	Depth 245 meters		7°35′N 72°52′E
Add	Depths 430 meters		42°37′S 42°12′E
	585 meters		42°44′S 42°36′E
	91 meters "Rep (1985)"		7°38′N 72°43′E
★73 (INT 73)	2Ed. 5/14/83 NEW EDITION		(DMAHTC) 28/83
73 (INT 73)	2Ed. 5/14/83 LAST NM 28/83		(22(1437)83 Taunton) 32/83
Delete	R Bn (AERO)		8°00′N 79°48′E
73 (INT 73)	2Ed. 5/14/83 LAST NM 32/83		(NVS7035/83) 40/83
Add	Depth 187 meters "Rep (1982)"		7°38.4′S 71°24.0′E
73 (INT 73)	2Ed. 5/14/83 LAST NM 40/83		(35(2239)83 Taunton) 42/83
Add	R Bn (AERO)		19°43′S 63°24′E
73 (INT 73)	2Ed. 5/14/83 LAST NM 42/83		(BA RA) 10/84
Delete	R Bn (AERO)		7°11′N 79°48′E
73 (INT 73)	2Ed. 5/14/83 LAST NM 10/84		(6(367)84 Taunton) 14/84
Add	Depth 424 meters		8°25′S 109°43′E

73	(INT 73)	2Ed. 5/14/83 LAST NM 14/84	(NVS7273/84) 26/84
	Delete	Depth 128 meters "Rep (1981)" (PA)	18°12′S 88°03′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 26/84	(US RA) 28/84
	Delete	R Bn (AERO)	24°58′N 67°10′E
	Add	R Bn (AERO) at light	24°51′N 66°40′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 28/84	(11(265)84 Dehra Dun) 31/84
	Add	Light symbol (PA)	11°41′N 72°41′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 31/84	(12(290)84 Dehra Dun) 33/84
	Add	Light symbol	11°15′N 72°47′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 33/84	(BA LL; BA RA) 34/84
	Add	R Bn to light	21°26′N 92°00′E
		Light symbol and R Bn	21°53′N 91°51′E
		Light symbol	20°38′N 92°19′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 34/84	(19(461), 22(537)84 Dehra Dun) 4/85
	Add	Light symbol with legend "Kasaragod"	12°30′N 74°58′E
		Light symbol	16°15′N 81°14′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 4/85	(47(787)84 Sydney) 11/85
	Delete	Depth 16 meters	13°09′S 96°03′E
	Add	Depth 18 meters with legend "Muirfield Seamount"	13°10′S 96°11′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 11/85	(BA CH 4070) 17/85
	Substitute	Depth 9 meters for danger circle	4°58′S 72°38′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 17/85	(26(1733)85 Taunton) 34/85
	Delete	R Bn (AERO) at light	17°39′N 83°15′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 34/85	(30(1983)85 Taunton) 37/85
	Add	Depth 41 meters "Rep (1985)"	19°42′S 64°22′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 37/85	(DMAHTC) 47/85
	Delete	R Bn (AERO)	25°05′N 61°45′E
73	(INT 73)	2Ed. 5/14/83 LAST NM 47/85	(46(3068)85 Taunton) 2/86
	Delete	Depth 245 meters	7°35′N 72°49′E
	Add	Depth 91 meters "Rep (1985)"	7°38′N 72°43′E
★76	23Ed. 7/25/81	NEW EDITION	(DMAHTC) 36/81
76	23Ed. 7/25/81	LAST NM 36/81	(BA RA) 46/81
	Change	Standard time	
		Libya to minus (-) 1 hour	26°00′N 18°00′E

76	23Ed. 7/25/81	LAST NM 46/81	(1(14)82 Singapore; 85/81 Malaysia) 18/82
	Change	Standard time	
		Singapore and Peninsular Malaysia	
		to minus (-) 8 hours	3°30′N 102°00′E
76	23Ed. 7/25/81	LAST NM 18/82	(BA RA) 22/82
	Change	Standard times	
		Lord Howe Island to	
		minus (-) 10½ hours	31°30′S 159°00′E
		Mexico, E coast	
		E of 92°30′W to plus (+) 5 hours	19°00′N 90°00′W
76	23Ed. 7/25/81	LAST NM 22/82	(FED REG 9/22/83) 43/83
	Change	Standard time	
		Time zones of Alaska,	
		E of 169°30′W to (+) 9 hours	
		W of 169°30′W to (+) 10 hours	52°30′N 169°30′W
76	23Ed. 7/25/81	LAST NM 43/83	(BA RA) 45/83
	Change	Standard times	
		Isla de Pascua (Easter I.) to	
		plus (+) 6 hours	27°00′S 109°30′W
		Cook Islands to plus (+) 10 hours	20°00′S 159°30′W
		Mexico, E coast	
		E of 92°30′W to plus (+) 6 hours	19°00′N 90°00′W
76	23Ed. 7/25/81	LAST NM 45/83	(FED REG 9/22/83) 4/84
	Change	Yukon time zone (+9h), west limit to	
		line joining	72°00′N 169°00′W
			65°30′N 169°00′W
			63°40′N 173°00′W
			60°00′N 173°00′W
			60°00′N 171°00′W
			55°00′N 171°00′W
			55°00′N 169°30′W
			45°00′N 169°30′W
		Note: The state of Alaska eastward of the above line is now zone description +9h. The portion of the Aleutian Islands westward of the above line is now zone description +10h.	
		Legends to "+9h"	64°00′N 148°00′W
		"+9h"	68°00′N 163°00′W
	Add	Legends "+9h"	57°00′N 133°00′W
		"+10h"	53°00′N 179°00′W
		"+10h"	26°00′N 175°00′W
		Note: Kure Island and Midway Island remain zone description +11h (Cancels 43/83-76)	

76	23Ed. 7/25/81	LAST NM 4/84	(NVS7175/84) 6/84
	Change	Standard times	
		Nauru to minus (-) 12 hours	1°00′S 167°00′E
		Uruguay to plus (+) 3 hours	33°00′S 56°00′W
		Algeria to minus (-) 1 hour	30°00′N 3°00′E
		Scoresby Sund to plus (+) 1 hour	71°30′N 23°00′W
		Kap Bismarck to 0 hour	76°30′N 19°00′W
		St. Pierre and Miquelon to plus (+) 3 hours	47°00′N 56°00′W
76	23Ed. 7/25/81	LAST NM 6/84	(NVS7216/84) 15/84
	Change	Standard times	
		Isla San Felix to plus (+) 6 hours	26°20′S 80°00′W
		Archipielago Juan Fernandez to plus (+) 6 hours	33°40′S 79°30′W
		Isla Sala y Gomez to plus (+) 6 hours	26°30′S 105°00′W
76	23Ed. 7/25/81	LAST NM 15/84	(NVS7249/84) 20/84
	Change	Standard time of Suriname to plus (+) 3 hours	4°00′N 56°00′W
76	23Ed. 7/25/81	LAST NM 20/84	(NVS7362/84) 1/85
	Change	Standard time of Morocco to minus (-) 1 hour	33°00′N 6°30′W

★100	(INT 100)	1Ed. 1/9/82 NEW CHART	(DMAHTC) 13/82
100	(INT 100)	1Ed. 1/9/82 LAST NM 13/82	(9(508)82 Taunton) 19/82
	Substitute	Depth 123 meters for 160 meters	73°30.0′N 9°08.0′W

★101	(INT 101)	1Ed. 1/16/82 NEW CHART	(DMAHTC; US CH 102) 13/82
	Add	R Bn at light	59°52′N 1°17′W
101	(INT 101)	1Ed. 1/16/82 LAST NM 13/82	(17(1003-1005)82 Taunton) 32/82
	Add	Platforms "North Cormorant"	61°14.4′N 1°09.0′E
		"Magnus"	61°37.2′N 1°18.4′E
		Submarine pipeline joining (platform)	61°14.4′N 1°09.0′E
			61°10.6′N 1°04.4′E
		(platform)	61°06.2′N 1°04.4′E
		Submerged wellhead (covered 135 meters)	60°47.8′N 1°29.6′E
101	(INT 101)	1Ed. 1/16/82 LAST NM 32/82	(39(2332)82 Taunton) 52/82
	Substitute	Depth 8.2 meters for 15 meters	60°08.0′N 1°55.0′W
	Add	Depth 13.7 meters	60°15.0′N 2°02.0′W
101	(INT 101)	1Ed. 1/16/82 LAST NM 52/82	(8(466)84 Taunton) 14/84
	Substitute	Depth 20 meters for 13.7 meters	60°15′N 2°02′W

101	(INT 101) Delete	1Ed. 1/16/82 LAST NM 14/84 Depth 113 meters	(24(1591)84 Taunton) 34/84 65°57′N 12°32′W
	Add	Depth 210 meters	65°59.0′N 12°25.0′W
101	(INT 101) Add	1Ed. 1/16/82 LAST NM 34/84 Platform with light flare symbol	(35(2271)84 Taunton) 41/84 61°04.1′N 1°24.2′E
101	(INT 101) Delete	1Ed. 1/16/82 LAST NM 41/84 Platform	(1(30)85 Taunton) 7/85 61°22.6′N 1°36.3′E
101	(INT 101) Add	1Ed. 1/16/82 LAST NM 7/85 Platform with legend "Under constr"	(HNNM7529/85) 35/85 60°48.6′N 1°44.3′E
★**102**	(INT 102)	2Ed. 5/10/80 NEW EDITION	(DMAHTC) 27/80
102	(INT 102) Add	2Ed. 5/10/80 LAST NM 27/80 Platforms (lighted)	(37(1982)80 Taunton) 44/80 51°22′N 7°57′W 51°22′N 8°01′W
		Legend "Kinsale Head Gas Field" centered	51°25′N 7°57′W
102	(INT 102) Add	2Ed. 5/10/80 LAST NM 44/80 Superbuoy "ODAS 10GB", red and yellow, IQ	(51(2794)80 Taunton) 7/81 48°43.0′N 8°58.1′W
102	(INT 102) Add	2Ed. 5/10/80 LAST NM 7/81 Submarine cable between	(18(968)81 Taunton) 28/81 50°02′N 5°39′W 47°55′N 6°03′W
102	(INT 102) Delete	2Ed. 5/10/80 LAST NM 28/81 Superbuoy "ODAS 10 GB"	(19(1087)82 Taunton) 34/82 48°43′N 8°58′W
102	(INT 102) Substitute	2Ed. 5/10/80 LAST NM 34/82 Depth 13.7 meters for 25 meters	(39(2332)82 Taunton) 52/82 60°15.0′N 2°02.0′W
	Add	Depth 8.2 meters	60°07.40′N 1°53.65′W
102	(INT 102) Add	2Ed. 5/10/80 LAST NM 52/82 Superbuoys, each yellow, Fl(5) Y 20s, "ODAS 10GB DB2" "ODAS 11GB DB3"	(23(1491, 1492)83 Taunton) 33/83 48°44.5′N 8°55.0′W 60°35.0′N 2°50.0′W
102	(INT 102) Substitute	2Ed. 5/10/80 LAST NM 33/83 Depth 20 meters for 13.7 meters	(8(466)84 Taunton) 14/84 60°15′N 2°02′W
102	(INT 102) Add	2Ed. 5/10/80 LAST NM 14/84 Light flare symbol	(20(1245)84 Taunton) 28/84 59°07.3′N 5°48.8′W
102	(INT 102) Relocate	2Ed. 5/10/80 LAST NM 28/84 Buoy (60°35.0′N 2°50.0′W) to	(44(2860)84 Taunton) 50/84 60°31.0′N 2°52.0′W

102 (INT 102)	2Ed. 5/10/80 LAST NM 50/84		(44(2861)84 Taunton) 15/85
Relocate	Buoy close WSW to and add HORN		48°44.2′N 8°57.8′W
102 (INT 102)	2Ed. 5/10/80 LAST NM 15/85		(21(1395)85 Taunton) 32/85
Add	Buoy "ODAS", red and yellow, pillar IQ 25s		48°35.1′N 12°27.3′W
102 (INT 102)	2Ed. 5/10/80 LAST NM 32/85		(33(2164)85 Taunton) 40/85
Add	Buoy "ODAS R1", Y, pillar, Fl(5) Y 20s		51°09′N 14°08′W
102 (INT 102)	2Ed. 5/10/80 LAST NM 40/85		(34(2245)85 Taunton) 41/85
Delete	Buoy "ODAS" (Supersedes 32/85-102)		48°35.1′N 12°27.3′W
102 (INT 102)	2Ed. 5/10/80 LAST NM 41/85		(HNNM7637/85) 52/85
Change	Legend to "CONTINUED ON INT 405"		56°00.0′N 34°13.0′W
★**103** (INT 103)	4Ed. 9/7/85 NEW EDITION		(DMAHTC; 47(2888)82, 21(1395)85 Taunton) 45/85
Delete	Depths 724 meters		37°27′N 26°32′W
	278 meters		37°07′N 31°23′W
	(Previously published 38/85)		
Add	Depths 533 meters		37°26′N 26°27′W
	235 meters		37°08′N 31°24′W
	309 meters		38°44′N 26°32′W
	(Previously published 38/85)		
Delete	Buoy "ODAS"		48°36′N 12°34′W
	Depth 137 meters		38°45′N 29°08′W
	Random blue tints		42°30′N 28°44′W
			42°50′N 28°30′W
Add	Depth 137 meters		37°45′N 29°08′W
103 (INT 103)	4Ed. 9/7/85 LAST NM 45/85		(18(200, 201)85 Lisboa) 47/85
Add	Depth 53 meters		40°01.4′N 9°16.8′W
	15 meters Rk (ED)		40°00.0′N 9°20.0′W
103 (INT 103)	4Ed. 9/7/85 LAST NM 47/85		(41(26)85 Brest) 50/85
Delete	Depth 691 meters		46°21′N 27°28′W
★**104** (INT 104)	3Ed. 7/28/84 NEW EDITION		(DMAHTC) 41/84
Delete	R Bn (AERO) (Previously published 37/84)		23°43′N 15°55′W
104 (INT 104)	3Ed. 7/28/84 LAST NM 41/84		(NVS7420/85) 18/85
Add	Depth 130 meters (PD)		25°46′N 15°57′W

104	(INT 104)	3Ed. 7/28/84 LAST NM 18/85	(15(997)85 Taunton) 29/85
	Delete	Depth 512 meters	36°47.5′N 8°53.0′W
	Add	Depth 188 meters	36°47.6′N 8°58.5′W
104	(INT 104)	3Ed. 7/28/84 LAST NM 29/85	(31(2038)85 Taunton) 38/85
	Delete	Depth 724 meters	37°27′N 26°30′W
	Add	Depths 533 meters	37°26′N 26°27′W
		309 meters	38°44′N 26°32′W
104	(INT 104)	3Ed. 7/28/84 LAST NM 38/85	(HNNM7637/85) 52/85
	Change	Legends to	
		"CONTINUED ON INT 215"	8°25.0′N 22°35.0′E
		"CONTINUED ON INT 209"	8°25.0′N 16°15.0′E
★**105**	(INT 105)	2Ed. 3/9/85 NEW EDITION	(DMAHTC;) 18/85
105	(INT 105)	2Ed. 3/9/85 LAST NM 18/85	(US RA; DMAHTC) 20/85
	Delete	Legends "AERO"	10°17′N 14°13′W
		"Okitipupa"	6°26′N 5°06′E
		"Bata"	1°53′N 9°58′E
		"(PA)"	8°19′N 13°22′W
		R Bns (AERO)	4°55′N 6°09′W
			6°36′N 3°20′E
			6°30′N 4°49′E
			4°49′N 6°59′E
			1°51′N 9°46′E
			1°38′N 7°24′E
		from light	7°50′S 13°06′E
105	(INT 209)	2Ed. 3/9/85 LAST NM 20/85	(HNNM7637/85) 52/85
	Change	International chart number "INT 105" to "INT 209" in margins (4) of chart	
		Legend to "CONTINUED ON INT 215"	3°30′N 19°17′W
★**106**	(INT 106)	1Ed. 6/10/78 NEW CHART	(DMAHC) 30/78
106	(INT 106)	1Ed. 6/10/78 LAST NM 30/78	(22(310)78 Rio de Janeiro) 7/79
	Delete	R Bn	5°07.5′S 36°50.0′W
	Substitute	Depths 33 meters for 23 meters	8°41.0′S 34°49.0′W
		48 meters for 53 meters	3°52.0′S 32°37.0′W
106	(INT 106)	1Ed. 6/10/78 LAST NM 7/79	(23(323)78 Rio de Janeiro) 14/79
	Delete	Depth 260 meters	4°05.0′S 35°57.0′W
	Add	Depth 241 meters	4°00.0′S 35°59.0′W

106	(INT 106) Add	1Ed. 6/10/78 LAST NM 14/79 Depth 275 meters	(23(324)78 Rio de Janeiro) 15/79 3°37.5′S 36°46.0′W
106	(INT 106) Delete	1Ed. 6/10/78 LAST NM 15/79 Depths 40 meters 177 meters 26 meters	(38(48)79 Brest) 47/79 16°25′N 22°57′W 16°20′N 22°27′W 16°07′N 22°32′W
106	(INT 106) Add	1Ed. 6/10/78 LAST NM 47/79 Depth 12.6 meters "Rep (1978)"	(34(3399)78 Hamburg) 18/81 9°04′N 15°11′W
106	(INT 106) Delete	1Ed. 6/10/78 LAST NM 18/81 Depth 12.6 meters "Rep (1978)" (Supersedes 18/81-106)	(44(4348)78 Hamburg) 23/81 9°04′N 15°11′W
106	(INT 106) Add	1Ed. 6/10/78 LAST NM 23/81 Depth 9 meters "Rep (1980)" (PA)	(NVS6404/81) 24/81 3°58′S 35°48′W
106	(INT 106)	1Ed. 6/10/78 LAST NM 24/81	(15(132)81; 1(18)82 Rio de Janeiro) 21/82
	Delete	Depth 275 meters	3°37.5′S 36°46.0′W
	Substitute	Depths 1853 meters for 483 meters 2721 meters for 272 meters	0°59.8′N 30°13.5′W 1°10.0′N 30°19.0′W
	Add	Depth 275 meters	3°38.5′S 36°42.8′W
106	(INT 106) Delete	1Ed. 6/10/78 LAST NM 21/82 R Bn (AERO)	(44(2674)82 Taunton) 2/83 13°20′N 16°39′W
106	(INT 106) Add	1Ed. 6/10/78 LAST NM 2/83 Depth 48 meters	(NVS6978/83) 31/83 3°26.1′S 35°02.8′W
106	(INT 106) Relocate	1Ed. 6/10/78 LAST NM 31/83 R Bn (AERO) close NNE to	(14(119)83 Rio de Janeiro) 43/83 8°02′S 34°57′W
106	(INT 106) Delete	1Ed. 6/10/78 LAST NM 43/83 Depth 79 meters	(42(2704)83 Taunton) 50/83 16°55′N 23°32′W
106	(INT 106) Delete	1Ed. 6/10/78 LAST NM 50/83 Depth 100 meters	(45(2902, 2904)83 Taunton) 53/83 17°08′N 21°54′W
	Add	Depths 93 meters 427 meters	17°11.7′N 21°58.1′W 15°44.6′N 22°10.3′W
106	(INT 106) Delete	1Ed. 6/10/78 LAST NM 53/83 Depth 256 meters	(NVS7266/84) 23/84 8°24′S 16°55′W
	Add	Depth 256 meters	8°28.8′S 17°04.6′W
106	(INT 106) Add	1Ed. 6/10/78 LAST NM 23/84 Chartlet, depicting changes in hydrography and topography, from back of Section I	(DMAHTC) 44/85 4°00′S 35°00′W

106	(INT 215) Change	1Ed. 6/10/78 LAST NM 44/85 International chart number "INT 106" to "INT 215" in margins (4) of chart	(HNNM7637/85) 52/85
		Legends to "CONTINUED ON INT 216" "CONTINUED ON INT 209"	4°00′N 36°57′W 3°30′N 14°03′W
★**107**	(INT 107)	3Ed. 3/2/85 NEW EDITION	(DMAHTC) 19/85
107	(INT 107) Add	3Ed. 3/2/85 LAST NM 19/85 Chartlet, depicting changes in hydrography and topography, from back of Section I	(DMAHTC) 44/85 3°00′S 38°00′W
107	(INT 216) Change	3Ed. 3/2/85 LAST NM 44/85 International chart number "INT 107" to "INT 216" in margins (5) of chart	(HNNM7637/85) 52/85
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 52/85 Depth 54 meters	(23(259)85 Rio de Janeiro) 6/86 3°11.0′S 38°17.0′W
	Substitute	Depth 40 meters for depth 44 meters	1°40.0′S 38°08.0′W
★**108**	(INT 108)	8Ed. 12/22/84 NEW EDITION	(DMAHTC) 8/85
108	(INT 108) Delete	8Ed. 12/22/84 LAST NM 8/85 R Bn (AERO)	(DMAHTC) 11/85 20°22′N 74°30′W
108	(INT 108) Relocate	8Ed. 12/22/84 LAST NM 11/85 Buoy "44011" close SE to and change shape to superbuoy (ODAS)	(10/85 CG1) 14/85 41°03′N 66°34′W
108	(INT 108) Delete	8Ed. 12/22/84 LAST NM 14/85 Depth 27 meters	(NVS7456/85) 25/85 17°27′N 76°16′W
	Add	Depth 26 meters enclosed by danger circle	17°27′N 76°20′W
108	(INT 108) Substitute	8Ed. 12/22/84 LAST NM 25/85 Superbuoy (LANBY) "N", R Bn for lightship "NANTUCKET"	(35/85 CG1, HNNM06/85) 40/85 40°30′N 69°26′W
	Add	Danger circle "Unexploded Ordnance"	29°47′N 79°51′W
108	(INT 108) Delete	8Ed. 12/22/84 LAST NM 40/85 R Bn	(37/85 CG7) 42/85 18°26.0′N 66°07.0′W

108	(INT 403) Change	8Ed. 12/22/84 LAST NM 42/85 International chart number "INT 108" to "INT 403" in margins (4) of chart	(HNNM7637/85) 52/85
★**109**	(INT 109) Substitute	4Ed. 7/27/85 NEW EDITION Superbuoy (LANBY) "N", R Bn for lightship "NANTUCKET"	(DMAHTC; 35/85 CG1) 42/85 40°30′N 69°26′W
109	(INT 404) Change	4Ed. 7/27/85 LAST NM 42/85 Internatonal chart number "INT 109" to "INT 404" in margins (5) of chart	(HNNM7637/85) 52/85
★**110**	(INT 110)	1Ed. 12/10/77 NEW CHART	(DMAHC) 5/78
110	(INT 110) Add	1Ed. 12/10/77 LAST NM 5/78 Depth 422 meters	(36(2058)78 Taunton) 42/78 56°31′N 34°00′W
110	(INT 110) Add	1Ed. 12/10/77 LAST NM 42/78 Depth 37 meters "Rep (1978)" (PA)	(48(1082)78 Ottawa) 8/79 54°10.2′N 56°18.2′W
110	(INT 110) Add	1Ed. 12/10/77 LAST NM 8/79 Depth 156 meters "Rep (1979)"	(39(2357)79 Taunton) 47/79 59°45.3′N 46°08.8′W
110	(INT 110) Add	1Ed. 12/10/77 LAST NM 47/79 Dangerous submerged rock Depths 62 meters 84 meters 93 meters 79 meters	(Can CH 5001) 41/84 60°26′N 46°07′W 61°57′N 50°28′W 61°22′N 50°03′W 61°05′N 49°27′W 60°52′N 49°18′W
110	(INT 110) Delete	1Ed. 12/10/77 LAST NM 41/84 R Bns	(27(601,608,614)84 Ottawa) 42/84 53°31′N 55°45′W 54°28′N 56°56′W 55°14′N 59°09′W
110	(INT 405) Change	1Ed. 12/10/77 LAST NM 42/84 International chart number "INT 110" to "INT 405" in margins (5) of chart	(HNNM7637/85) 52/85
★**111**	(INT 111)	2Ed. 7/31/82 NEW EDITION	(DMAHTC) 42/82
111	(INT 406) Change	2Ed. 7/31/82 LAST NM 42/82 International chart number "INT 111" to "INT 406" in margins (5) of chart	(HNNM7637/85) 52/85
111	(INT 111) Delete	2Ed. 7/31/82 LAST NM 42/82 Light	(51(1250)85 Ottawa) 8/86 63°20.1′N 90°42.5′W

★112	(INT 112)	4Ed. 7/9/83 NEW EDITION	(DMAHTC; BA LL; 41(13)79 Brest) 49/83
	Substitute	Depth 198 meters for 225 meters	60°25′N 12°34′W
	Add	Light dot and flare symbol	64°18.5′N 22°05.8′W
			66°11.5′N 18°49.2′W
			64°48.1′N 13°50.4′W
112	(INT 112)	4Ed. 7/9/83 LAST NM 49/83	(12(30)83 Reykjavik) 12/84
	Delete	Light	63°18′N 20°36′W
112	(INT 112)	4Ed. 7/9/83 LAST NM 12/84	(3(6)84 Reykjavik) 17/84
	Add	R Bn (AERO)	66°00′N 21°20′W
112	(INT 112)	4Ed. 7/9/83 LAST NM 17/84	(US CH 38060) 20/84
	Add	Depths 302 meters	62°30.5′N 40°06.5′W
		486 meters	62°20.1′N 40°07.4′W
		175 meters	62°08.0′N 40°21.6′W
		184 meters	62°04.9′N 40°30.8′W
		196 meters	61°47.7′N 40°36.3′W
		181 meters	61°43.0′N 40°42.3′W
		164 meters	62°26.3′N 40°44.4′W
		186 meters	61°33.4′N 40°46.2′W
		241 meters	62°20.1′N 40°58.5′W
		366 meters	61°32.5′N 41°00.0′W
		165 meters	61°55.0′N 41°09.7′W
		175 meters	61°59.5′N 41°10.7′W
		180 meters	61°05.7′N 41°11.0′W
		199 meters	61°26.3′N 40°50.6′W
112	(INT 112)	4Ed. 7/9/83 LAST NM 20/84	(15(943)84 Taunton) 22/84
	Delete	R Bn (AERO) from light	63°24.0′N 20°16.0′W
112	(INT 112)	4Ed. 7/9/83 LAST NM 22/84	(25(1591)84 Taunton) 16/85
	Delete	Depth 16 meters	66°26′N 17°59′W
112	(INT 112)	4Ed. 7/9/83 LAST NM 16/85	(HNNM7637/85) 52/85
	Change	Legend to "CONTINUED ON INT 405"	59°30′N 38°30′W
★113	(INT 113)	2Ed. 9/28/85 NEW EDITION	(DMAHTC) 51/85
★120	5Ed. 3/23/85	NEW EDITION	(DMAHTC; NVS7010/83; BA RA; 23/83 CG5) 26/85
	Add	Depths 67 fathoms (PD)	25°50′N 16°06′W
		71 fathoms (PD)	25°46′N 15°57′W
		Legend "(PD)" to depth 44 fathoms "Rep (1973)"	25°37′N 16°10′W
		(Previously published 18/85)	
	Delete	Depth 14 fathoms	17°25′N 76°15′W
		(Previously published 25/85)	

(continued on next page)

★120	(Continued)		26/85
	Add	Depth 14 fathoms enclosed by depth contour (100-fathom) "Rep (1985)" (PA) (Previously published 25/85)	17°27′N 76°20′W
	Delete	Purple circle centered	34°39′N 76°30′W
	Add	Depth 36 fathoms	16°04′N 81°12′W
		R Bns	32°15′N 64°50′W 34°42′N 76°41′W 28°03′N 16°34′W
120	5Ed. 3/23/85	LAST NM 26/85	(9(110-113)85 Lisboa; HNNM7507/85) 31/85
	Delete	Depth 140 fathoms "Rep" (PA)	34°33′N 14°44′W
	Substitute	Depth 10 fathoms 5 feet (ED) for 11 fathoms (ED)	34°40′N 14°33′W
	Add	Depths 86 fathoms	36°50′N 7°28′W
		32 fathoms	33°44′N 14°23′W
		14 fathoms Rk	36°58′N 8°16′W
		8 fathoms 4 feet (ED)	15°20′N 80°16′W
120	5Ed. 3/23/85	LAST NM 31/85	(31(2038)85 Taunton) 38/85
	Add	Depths 280 fathoms	39°07′N 27°39′W
		169 fathoms	38°44′N 26°32′W
		244 fathoms	38°10′N 26°02′W
		275 fathoms	37°45′N 26°18′W
		291 fathoms	37°26′N 26°27′W
		128 fathoms	37°08′N 31°24′W
120	5Ed. 3/23/85	LAST NM 38/85	(35/85 CG1) 40/85
	Substitute	Superbuoy (LANBY), R Bn for lightship	40°30′N 69°26′W
120	5Ed. 3/23/85	LAST NM 40/85	(34(11)85 Brest) 42/85
	Delete	Depth 260 fathoms "Rep (1976)"	33°20′N 29°26′W
	Substitute	Depth 197 fathoms for 290 fathoms "Rep (1968)"	33°13′N 29°52′W
120	5Ed. 3/23/85	LAST NM 42/85	(BA CH 2) 44/85
	Delete	Depths 15 fathoms "Rep (1950)"	49°54′N 11°36′W
		49 fathoms "Rep (1953)"	49°42′N 12°07′W
		6 fathoms 3 feet	49°35′N 11°26′W
		12 fathoms	49°37′N 11°15′W
		8 fathoms "Rep (1946)"	49°25′N 11°20′W
		7 fathoms "Rep (1951)"	49°09′N 11°30′W

★121	5Ed. 2/12/83	NEW EDITION	(DMAHTC) 15/83
	Delete	Depth 142 fathoms	37°43′N 28°55′W
		(Previously published 8/83)	
	Add	Depths 57 fathoms	38°20′N 30°06′W
		75 fathoms	37°45′N 29°08′W
		(Previously published 8/83)	
	Add	Wreck "(15 fathoms rep)"	46°43′18″N 48°50′06″W
		(Previously published 13/83)	
121	5Ed. 2/12/83	LAST NM 15/83	
	Add	Depth 8¾ fathoms	(NVS6862/83) 22/83 66°26′N 17°59′W
121	5Ed. 2/12/83	LAST NM 22/83	(NVS6940/83) 24/83
	Delete	Legend "Chaucer Bank Rep (ED)"	43°00′N 29°40′W
		Depths 13 fathoms	42°58′N 28°42′W
		18 fathoms	42°48′N 28°42′W
		45 fathoms "Rep"	43°13′N 29°35′W
		70 fathoms "Rep"	43°34′N 29°20′W
		28 fathoms and enclosing depth contour (30-fathom)	43°00′N 29°00′W
121	5Ed. 2/12/83	LAST NM 24/83	
	Add	Depth 20 fathoms "Rep (1982)" (PA)	(NVS7009/83) 36/83 45°53′N 47°40′W
121	5Ed. 2/12/83	LAST NM 36/83	(NVS7042/83) 40/83
	Delete	Wreck	46°43′18″N 48°50′06″W
		(See 15/83-121)	
	Add	Wreck	46°01.6′N 47°57.4′W
121	5Ed. 2/12/83	LAST NM 40/83	(40(949)83 Ottawa) 4/84
	Substitute	Depth 54 fathoms Wk for wreck	46°01.6′N 47°54.4′W
	Add	Depth 15 fathoms Wk	46°43.3′N 48°50.1′W
		(Supersedes 40/83-121)	
121	5Ed. 2/12/83	LAST NM 4/84	(5(140)84 Ottawa) 10/84
	Delete	Depth 15 fathoms Wk	46°43.3′N 48°50.1′W
		(See 4/84-121)	
121	5Ed. 2/12/83	LAST NM 10/84	(10(605)84 Taunton) 16/84
	Add	Depth 189 fathoms	36°26′N 33°51′W
121	5Ed. 2/12/83	LAST NM 16/84	(13(819)84 Taunton) 20/84
	Add	Depth 281 fathoms	37°31.5′N 29°36.7′W
121	5Ed. 2/12/83	LAST NM 20/84	(25(1591)84 Taunton) 34/84
	Delete	Depth 8¾ fathoms	66°26′N 17°59′W

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121 (Continued)

	Add	Depths 99 fathoms	34/84 66°40.0′N 17°44.0′W
		98 fathoms	66°25.0′N 17°37.5′W
		56 fathoms	66°19.0′N 19°37.0′W
		81 fathoms	66°12.5′N 14°23.0′W
		40 fathoms	66°21.0′N 14°00.0′W
		62 fathoms	66°36.5′N 14°37.5′W
		375 fathoms	67°07.5′N 13°15.0′W
		164 fathoms	67°07.2′N 17°55.7′W
		114 fathoms	65°59.0′N 12°25.0′W

121 5Ed. 2/12/83 LAST NM 34/84

	Delete	Depth 526 fathoms	(31(2038)85 Taunton) 38/85 38°10′N 26°09′W
	Add	Depths 169 fathoms	38°44′N 26°32′W
		244 fathoms	38°10′N 26°02′W
		275 fathoms	37°45′N 26°18′W
		291 fathoms	37°26′N 26°27′W
		128 fathoms	37°08′N 31°24′W

121 5Ed. 2/12/83 LAST NM 38/85

	Delete	Depths 15 fathoms "Rep (1950)"	(BA CH 2) 44/85 49°51′N 11°35′W
		49 fathoms	49°41′N 12°02′W
		6½ fathoms	49°33′N 11°40′W
		12 fathoms "Rep (1947)"	49°32′N 11°20′W
		8 fathoms	49°21′N 11°23′W
		7 fathoms "Rep (1951)"	49°10′N 11°30′W

121 5Ed. 2/12/83 LAST NM 44/85

	Delete	Depth 370 fathoms	(41(26)85 Brest) 50/85 46°20′N 27°22′W

★**124**	8Ed. 2/25/84	NEW EDITION	(DMAHTC) 21/84
	Add	Depths 17 fathoms "Rep (1983)" (PA)	13°06.2′N 82°19.7′W
		17 fathoms "Rep (1983)" (PA)	13°10.2′N 82°22.3′W
		8 fathoms "Rep (1983)" (PA)	13°03.5′N 82°33.1′W
		7 fathoms "Rep (1983)" (PA)	13°05.6′N 83°00.3′W
		(Previously published 12/84)	
	Add	Depths 96 fathoms "Rep (1983)" (PA)	11°31′N 80°06′W
		89 fathoms "Rep (1983)" (PA)	13°47′N 79°04′W
		(Previously published 13/84)	
	Add	Depth 11 fathoms "Rep (1984)" (PA)	15°22′N 81°06′W
		(Previously published 14/84)	
	Add	Depths 297 fathoms "Rep (1983)" (PA)	14°10.4′N 78°27.1′W
		271 fathoms "Rep (1983)" (PA)	14°11.8′N 78°04.0′W
		203 fathoms "Rep (1983)" (PA)	14°43.4′N 77°48.3′W
		244 fathoms "Rep (1983)" (PA)	14°55.6′N 77°45.4′W
		198 fathoms "Rep (1983)" (PA)	17°36.0′N 79°53.7′W
		212 fathoms "Rep (1983)" (PA)	12°26.8′N 79°34.2′W

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★124	(Continued)		21/84
	Add	142 fathoms "Rep (1983)" (PA)	12°24.1′N 79°39.0′W
		148 fathoms "Rep (1983)" (PA)	12°15.0′N 79°47.7′W
		133 fathoms "Rep (1983)" (PA)	24°42.8′N 80°22.6′W
		(Previously published 15/84)	
	Add	Depths 65 fathoms "Rep (1983)" (PA)	16°26′N 83°18′W
		269 fathoms "Rep (1983)" (PA)	16°32′N 83°35′W
		30 fathoms "Rep (1983)" (PA)	16°26′N 83°05′W
		224 fathoms "Rep (1983)" (PA)	16°48′N 82°43′W
		269 fathoms "Rep (1983)" (PA)	16°36′N 83°10′W
		14 fathoms "Rep (1983)" (PA)	15°53′N 82°42′W
		45 fathoms "Rep (1983)" (PA)	16°28′N 83°13′W
		209 fathoms "Rep (1983)" (PA)	16°58′N 81°38′W
		19 fathoms "Rep (1983)" (PA)	16°14′N 82°52′W
		20 fathoms "Rep (1983)" (PA)	15°28′N 80°59′W
		11 fathoms "Rep (1983)" (PA)	15°42′N 81°28′W
		16 fathoms "Rep (1983)" (PA)	16°15′N 83°39′W
		154 fathoms "Rep (1983)" (PA)	13°48′N 81°15′W
		214 fathoms "Rep (1983)" (PA)	12°47′N 82°18′W
		(Previously published 17/84)	
124	8Ed. 2/25/84	LAST NM 21/84	(9(56)84 Brest) 24/84
	Delete	Depth 37 fathoms	16°47′N 61°43′W
	Add	Depths 23 fathoms (PA)	16°49′N 61°40′W
		20 fathoms (PA)	16°45′N 61°41′W
		24 fathoms (PA)	16°40′N 61°30′W
		13 fathoms (PA)	16°33′N 61°36′W
124	8Ed. 2/25/84	LAST NM 24/84	(9(56)84 Brest) 27/84
	Delete	Depth 38 fathoms	16°47′N 61°43′W
		(See 24/84-124)	
124	8Ed. 2/25/84	LAST NM 27/84	(BA CH 533) 29/84
	Add	R Bn	6°49′N 58°09′W
124	8Ed. 2/25/84	LAST NM 29/84	(NVS7456/85) 25/85
	Delete	Depth 14 fathoms	17°27′N 76°16′W
	Add	Depth 14 fathoms enclosed by depth contour (100-fathom) "Rep (1985)" (PA)	17°27′N 76°20′W
124	8Ed. 2/25/84	LAST NM 25/85	(HNNM7507/85) 31/85
	Add	Depth 8½ fathoms (ED)	15°20′N 80°16′W
124	8Ed. 2/25/84	LAST NM 31/85	(HNNM7581/85) 40/85
	Add	Depth 5¾ fathoms "Rep (1985)" (PA)	3°24.0′N 48°12.9′W
124	8Ed. 2/25/84	LAST NM 40/85	(37/85 CG7) 42/85
	Delete	R Bn	18°26.0′N 66°06.0′W

124	8Ed. 2/25/84	LAST NM 42/85	(NVS6056/80) 46/85
	Change	Legend "PA" to "ED"	17°35′N 63°45′W
★**125**	6Ed. 3/1/80	NEW EDITION	(DMAHTC) 17/80
125	6Ed. 3/1/80	LAST NM 17/80	(44(4348)78 Hamburg) 23/81
	Delete	Depth 6¾ fathoms "Rep (1978)"	9°04′N 15°11′W
125	6Ed. 3/1/80	LAST NM 23/81	(NVS6554/81) 5/82
	Add	Depth 170 fathoms	37°20.4′N 33°02.8′W
125	6Ed. 3/1/80	LAST NM 5/82	(NVS6702/82) 31/82
	Delete	Depth 100 fathoms "Rep (1964)"	34°23′N 30°00′W
125	6Ed. 3/1/80	LAST NM 31/82	(14(42)82 Brest) 34/82
	Delete	Depths 10 fathoms "Rep (1969)"	34°58′N 12°47′W
		10¾ fathoms "Rep (1979)" PA	36°55′N 14°28′W
125	6Ed. 3/1/80	LAST NM 34/82	(24(876)82 Cadiz) 42/82
	Add	Depth 19 fathoms	35°04′N 12°43′W
125	6Ed. 3/1/80	LAST NM 42/82	(30(1804), 31(1887)82 Taunton) 47/82
	Substitute	Depths 30 fathoms for 33 fathoms	35°03′N 12°53′W
		150 fathoms for 165 fathoms	34°07′N 30°14′W
	Add	Depths 850 fathoms	34°06′N 29°57′W
		327 fathoms	34°24′N 30°02′W
		140 fathoms "Rep" (PA)	34°39′N 14°35′W
125	6Ed. 3/1/80	LAST NM 47/82	(44(2674)82 Taunton) 2/83
	Delete	RDF	13°22′N 16°37′W
125	6Ed. 3/1/80	LAST NM 2/83	(11(753)83 Taunton) 25/83
	Add	Depth 332 fathoms (PA)	4°00′N 7°21′W
125	6Ed. 3/1/80	LAST NM 25/83	(42(2704)83 Taunton) 50/83
	Delete	Depth 44 fathoms	16°52′N 23°32′W
125	6Ed. 3/1/80	LAST NM 50/83	(45(2902, 2904)83 Taunton) 53/83
	Delete	Depth 54 fathoms	17°12′N 21°55′W
	Add	Depths 51 fathoms	17°11′N 22°00′W
		233 fathoms	15°45′N 22°11′W
125	6Ed. 3/1/80	LAST NM 53/83	(10(605)84 Taunton) 16/84
	Add	Depth 189 fathoms	36°26′N 33°51′W
125	6Ed. 3/1/80	LAST NM 16/84	(BA CH 1365) 24/84
	Add	Depth 80 fathoms	4°30′N 9°18′W
125	6Ed. 3/1/80	LAST NM 24/84	(19(1186)84 Taunton) 28/84
	Delete	R Bn	28°26.0′N 16°19.0′W

125	6Ed. 3/1/80	LAST NM 28/84	(BA RA) 37/84
	Delete	R Bn	23°44′N 15°56′W
125	6Ed. 3/1/80	LAST NM 37/84	(NVS7420/85; DMAHTC) 18/85
	Delete	Legends "CONTINUED ON 210"	0°05′N 04°35′W
			0°05′N 26°30′W
	Add	Depths 67 fathoms (PD)	25°50′N 16°06′W
		71 fathoms (PD)	25°46′N 15°57′W
		Legend "PD" to depth	25°38′N 16°06′W
125	6Ed. 3/1/80	LAST NM 18/85	(NVS7420/85) 20/85
	Add	Legend "PD" to depth 44 fathoms "Rep (1973)" (See 18/85-125)	25°38′N 16°06′W
125	6Ed. 3/1/80	LAST NM 20/85	(9(111, 113)85 Lisboa) 31/85
	Delete	Depth 140 fathoms "Rep" (PA)	34°39′N 14°35′W
	Substitute	Depth 10¾ fathoms (ED) for 11 fathoms (ED)	34°45′N 14°33′W
	Add	Depth 32 fathoms	33°44′N 14°23′W
125	6Ed. 3/1/80	LAST NM 31/85	(31(2038)85 Taunton) 39/85
	Add	Depths 291 fathoms	37°26′N 26°27′W
		128 fathoms	37°08′N 31°24′W
125	6Ed. 3/1/80	LAST NM 39/85	(34(11)85 Brest) 42/85
	Delete	Depth 260 fathoms "Rep (1976)"	33°12′N 29°31′W
	Substitute	Depth 197 fathoms for 290 fathoms "Rep (1968)"	33°13′N 29°52′W
★126	38Ed. 8/13/83	NEW EDITION	(DMAHTC; 23(1491)83 Taunton) 42/83
	Relocate	Superbuoy close N to	48°44.5′N 8°55.0′W
126	38Ed. 8/13/83	LAST NM 42/83	(10(605)84 Taunton) 16/84
	Add	Depths 189 fathoms	36°26′N 33°51′W
126	38Ed. 8/13/83	LAST NM 16/84	(13(819)84 Taunton) 20/84
	Add	Depth 281 fathoms	37°31.5′N 29°36.7′W
126	38Ed. 8/13/83	LAST NM 20/84	(44(2861)84 Taunton) 15/85
	Relocate	Buoy close WSW to	48°44.2′N 8°57.8′W
126	38Ed. 8/13/83	LAST NM 15/85	(9(110-113)85 Lisboa) 31/85
	Delete	Depth 140 fathoms "Rep" (PA)	34°36′N 14°35′W
	Substitute	Depth 10¾ fathoms (ED) for 11 fathoms (ED)	34°43′N 14°34′W

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126	(Continued)		31/85
	Add	Depths 86 fathoms	36°50′N 7°28′W
		32 fathoms	36°44′N 7°23′W
		14 fathoms Rk	36°58′N 8°16′W
126	38Ed. 8/13/83	LAST NM 31/85	(29(1874, 1875)85 Taunton) 36/85
	Add	Depths 9½ fathoms	57°16.6′N 7°40.4′W
		7½ fathoms	57°17.4′N 7°35.6′W
		7¾ fathoms	57°25.8′N 7°34.1′W
		9½ fathoms	56°04.6′N 7°08.3′W
126	38Ed. 8/13/83	LAST NM 36/85	(31(2038)85 Taunton) 38/85
	Substitute	Depth 280 fathoms for 678 fathoms	39°07′N 27°39′W
	Add	Depths 169 fathoms	38°44′N 26°32′W
		244 fathoms	38°10′N 26°02′W
		275 fathoms	37°45′N 26°18′W
		291 fathoms	37°26′N 26°27′W
		128 fathoms	37°08′N 31°24′W
126	38Ed. 8/13/83	LAST NM 38/85	(33(2164)85 Taunton) 40/85
	Add	Buoy "ODAS R1", pillar, with light flare symbol	51°09′N 14°08′W
126	38Ed. 8/13/83	LAST NM 40/85	(34(11)85 Brest) 42/85
	Delete	Depth 260 fathoms "Rep (1976)"	33°12′N 29°31′W
	Substitute	Depth 197 fathoms for 290 fathoms "Rep (1968)"	33°13′N 29°52′W
126	38Ed. 8/13/83	LAST NM 42/85	(BA CH 2) 44/85
	Delete	Depths 15 fathoms "Rep (1950)"	49°51′N 11°35′W
		49 fathoms "Rep (1953)"	49°41′N 12°05′W
		6½ fathoms "Rep (1958)"	49°33′N 11°25′W
		12 fathoms	49°35′N 11°15′W
		8 fathoms "Rep (1946)"	49°23′N 11°19′W
		7 fathoms "Rep (1951)"	49°08′N 11°30′W
126	38Ed. 8/13/83	LAST NM 44/85	(18(200, 201)85 Lisboa) 47/85
	Add	Depths 29 fathoms	40°01.4′N 9°16.8′W
		8 fathoms Rk (ED)	40°00.0′N 9°20.0′W
126	38Ed. 8/13/83	LAST NM 47/85	(41(26)85 Brest) 50/85
	Delete	Depth 370 fathoms	46°20′N 27°27′W
★145	16Ed. 4/6/85	NEW EDITION	(DMAHTC; HNNM7469/85; US RA) 26/85
	Add	Depth 14 fathoms enclosed by depth contour (100-fathom) "Rep (1985)" (PA) (Previously published 25/85)	17°27′N 76°20′W
	Delete	Legend "CONTINUED ON 620"	5°07.5′N 92°25.0′W

(continued on next page)

★145	(Continued)		26/85
	Delete	Depth 40 fathoms "Rep (1961)" and relocate depth contour close NE to enclose 33 fathoms	16°30′N 62°04′W
	Add	R Bn	11°48′N 66°07′W
145	16Ed. 4/6/85	LAST NM 26/85	(HNNM7507/85) 31/85
	Add	Depth 8½ fathoms (ED)	15°20′N 80°15′W
145	16Ed. 4/6/85	LAST NM 31/85	(HNNM7565/85) 38/85
	Add	Depth 255 fathoms (PA)	22°44′N 107°34′W
145	16Ed. 4/6/85	LAST NM 38/85	(35/85 CG1) 40/85
	Substitute	Superbuoy (LANBY), R Bn for lightship and relocate to	40°30′N 69°26′W
145	16Ed. 4/6/85	LAST NM 40/85	(37/85 CG7) 42/85
	Delete	R Bn	18°28.0′N 66°07.0′W
145	16Ed. 4/6/85	LAST NM 42/85	(HNNM7601/85) 46/85
	Delete	Depth 33 fathoms and enclosing depth contour	16°34′N 61°54′W
★200	1Ed. 1/29/83	NEW CHART	(DMAHTC) 16/83
200	(INT 200)	1Ed. 1/29/83 LAST NM 16/83	(23(1510)83 Taunton) 33/83
	Add	Depth 462 meters	54°32′S 55°18′W
200	(INT 200)	1Ed. 1/29/83 LAST NM 33/83	(BA CH 2514) 18/84
	Add	Depth 15 meters	51°13′S 61°03′W
200	(INT 200)	1Ed. 1/29/83 LAST NM 18/84	(20(1318)85 Taunton) 31/85
	Add	Depth 55 meters	51°13.7′S 66°07.2′W
200	(INT 200)	1Ed. 1/29/83 LAST NM 31/85	(38(2539)85 Taunton) 47/85
	Add	Depth 60 meters	55°52.5′S 68°37.7′W
★201	(INT 201)	2Ed. 8/22/81 NEW EDITION	(DMAHTC) 44/81
201	(INT 201)	2Ed. 8/22/81 LAST NM 44/81	(8(65)82 Rio de Janeiro) 40/82
	Delete	R Bn (AERO)	27°39.8′S 48°32.1′W
	Add	R Bn (AERO)	27°41.7′S 48°30.0′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 40/82	(NVS6978/83) 31/83
	Add	Depth 27 meters	20°31.6′S 38°06.6′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 31/83	(29(1876)83 Taunton) 37/83
	Add	Depth 598 meters	30°40′S 35°27′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 37/83	(2(159)85 Taunton) 8/85
	Delete	Depth 598 meters	30°40′S 35°27′W

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201	(Continued)		8/85
	Add	Depth 380 meters	30°47′S 35°18′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 8/85	(11(130)84 Rio de Janeiro) 17/85
	Add	Depth 118 meters Wellhead	25°14.5′S 45°15.9′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 17/85	(35(2351)85 Taunton) 42/85
	Add	R Bn with light flare symbol	20°30′S 29°20′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 42/85	(36(2404)85 Taunton) 46/85
	Add	Depths 25 meters	22°31.9′S 41°16.0′W
		51 meters	20°05.0′S 38°06.0′W
201	(INT 201)	2Ed. 8/22/81 LAST NM 46/85	(18(206)85 Rio de Janeiro) 7/86
	Change	Caution note to "Oil platforms and submarine pipelines exist in this area. Navigation and fishing are prohibited in this area, except to vessels serving the oil operations."	28°30.0′S 55°25.0′W
★202	(INT 202)	2Ed. 3/1/80 NEW EDITION	(DMAHTC) 18/80
202	(INT 202)	2Ed. 3/1/80 LAST NM 18/80	(19(187)80 Rio de Janeiro) 6/81
	Add	Light symbol	19°50′12″S 40°03′33″W
202	(INT 202)	2Ed. 3/1/80 LAST NM 6/81	(NVS6403, 6404/81) 24/81
	Delete	Depth 9 meters	4°00′S 36°05′W
	Add	Depth 9 meters "Rep (1980)" (PA)	3°58′S 35°48′W
202	(INT 202)	2Ed. 3/1/80 LAST NM 24/81	(Brz CH 1000) 27/82
	Delete	Depth 7 meters (ED)	11°52′S 37°23′W
202	(INT 202)	2Ed. 3/1/80 LAST NM 27/82	(22(222)81 Rio de Janeiro) 32/82
	Substitute	Depth 23 meters for 27 meters	17°52′S 35°56′W
202	(INT 202)	2Ed. 3/1/80 LAST NM 32/82	(12(114)82 Rio de Janeiro) 45/82
	Delete	Danger circles "ED"	17°10′S 35°42′W
			17°35′S 35°15′W
202	(INT 202)	2Ed. 3/1/80 LAST NM 45/82	(NVS6978/83) 31/83
	Add	Depths 48 meters	3°26.1′S 35°02.8′W
		27 meters	20°31.6′S 38°06.6′W
202	(INT 202)	2Ed. 3/1/80 LAST NM 31/83	(14(119)83 Rio de Janeiro) 43/83
	Relocate	R Bn (AERO) close N to	8°02′S 34°57′W
202	(INT 202)	2Ed. 3/1/80 LAST NM 43/83	(NVS7266/84) 23/84
	Delete	Depth 256 meters	8°23′S 16°55′W
	Add	Depth 256 meters	8°28.8′S 17°04.6′W

202	(INT 202) Add	2Ed. 3/1/80 LAST NM 23/84 Legend "(ED)" to depth 12 meters	(2(33)85 Rio de Janeiro) 28/85 17°04′59″S 36°59′00″W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 28/85 R Bn with light flare symbol	(35(2351)85 Taunton) 42/85 20°30′S 29°20′W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 42/85 Chartlet, depicting changes in hydrography and topography, from back of Section I	(DMAHTC) 44/85 4°00′S 35°00′W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 44/85 Depths 25 meters 51 meters	(36(2404)85 Taunton) 46/85 22°31.9′S 41°16.0′W 20°05.0′S 38°06.0′W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 46/85 Depth 54 meters	(23(259)85 Rio de Janeiro) 6/86 3°11.0′S 38°17.0′W
	Substitute	Depth 878 meters for depth 378 meters	8°18.0′S 34°12.0′W
202	(INT 202) Change	2Ed. 3/1/80 LAST NM 6/86 Caution note to "Oil platforms and submarine pipelines exist in this area. Navigation and fishing are prohibited in this area, except to vessels serving the oil operations."	(18(206)85 Rio de Janeiro) 7/86 8°50′S 42°30′W
★**203**	(INT 203)	2Ed. 8/18/84 NEW EDITION	(DMAHTC) 43/84
203	(INT 203) Add	2Ed. 8/18/84 LAST NM 43/84 R Bn (AERO) (PA)	(30(1968)84 Taunton) 47/84 15°56′S 5°43′W
203	(INT 203) Delete	2Ed. 8/18/84 LAST NM 47/84 Depth 124 meters	(2(129)85 Taunton) 9/85 15°41.0′S 6°58.0′W
	Add	Depth 105 meters	15°38.5′S 6°57.5′W
203	(INT 203) Change	2Ed. 8/18/84 LAST NM 9/85 Legends to "CONTINUED ON INT 209" "CONTINUED ON INT 209"	(HNNM7637/85) 52/85 9°00.0′S 17°10.0′W 6°15.0′S 1°00.0′E
★**204**	(INT 204)	3Ed. 1/15/83 NEW EDITION	(DMAHTC) 15/83
204	(INT 204) Add	3Ed. 1/15/83 LAST NM 15/83 Light symbol and R Bn	(7(59)95 Cape Town) 38/85 28°09′S 32°33′E
★**210**		CHART CANCELED	(DMAHTC) 38/84

★211	4Ed. 11/13/82	NEW EDITION	(DMAHTC) 2/83
211	4Ed. 11/13/82 LAST NM 2/83		(7(478)83 Taunton) 14/83
	Add	Depth 52 fathoms "Rep (1982)"	50°42.5′S 61°40.6′W
211	4Ed. 11/13/82 LAST NM 14/83		(8(550)83 Taunton) 15/83
	Add	Depth 46 fathoms	59°44′S 28°11′W
211	4Ed. 11/13/82 LAST NM 15/83		(14(954)83 Taunton) 27/83
	Add	Depth 19 fathoms (PA)	55°10.0′S 35°35.5′W
211	4Ed. 11/13/82 LAST NM 27/83		(19(1246)83 Taunton) 31/83
	Delete	Depth 12 meters "Rep (1968)" (PA)	33°50′S 3°10′W
211	4Ed. 11/13/82 LAST NM 31/83		(23(1510)83 Taunton) 33/83
	Add	Depth 253 fathoms	54°32′S 55°18′W
211	4Ed. 11/13/82 LAST NM 33/83		(NVS7018/83) 37/83
	Add	Depths 182 fathoms	61°42.9′S 58°46.0′W
		275 fathoms	61°38.5′S 59°06.5′W
★211	4Ed. 11/13/82 LAST NM 37/83		(NVS7138/83) 1/84
	Add	Depths 136 fathoms	63°48.2′S 54°26.5′W
		356 fathoms	60°38.5′S 43°52.8′W
		114 fathoms	60°38.0′S 43°58.0′W
		240 fathoms	60°15.0′S 47°01.0′W
211	4Ed. 11/13/82 LAST NM 1/84		(BA CH 2514) 18/84
	Add	Depth 8 fathoms 2 feet	51°13′S 61°02′W
211	4Ed. 11/13/82 LAST NM 18/84		(28(1821-1823)84 Taunton) 35/84
	Delete	Dotted-line circle and legend "Discolored water (rep 1925)"	43°21′S 46°12′W
		Depths 8 fathoms "Subra (1920) PD"	43°57′S 47°28′W
		117 fathoms	39°29′S 6°37′W
	Add	Depths 96 fathoms	39°32′S 6°37′W
		131 fathoms	39°27′S 7°58′W
		128 fathoms "Rep"	53°16′S 6°56′E
		113 fathoms "Rep"	54°12′S 6°18′E
211	4Ed. 11/13/82 LAST NM 35/84		(10(96)84 Cape Town) 9/85
	Delete	Depth 358 fathoms	42°25′S 1°35′W
	Add	Depths 240 fathoms	47°13′S 10°09′W
		178 fathoms	42°33′S 1°31′W
		346 fathoms	43°28′S 2°50′W
211	4Ed. 11/13/82 LAST NM 9/85		(12(150)84 Rio de Janeiro) 17/85
	Add	Depth 12 fathoms	33°50.0′S 3°09.0′W
211	4Ed. 11/13/82 LAST NM 17/85		(HNNM7479/85) 28/85
	Substitute	Depth 180 fathoms for 80 fathoms	65°28′S 68°25′W

211	4Ed. 11/13/82 LAST NM 28/85		(20(1318)85 Taunton) 31/85
	Add	Depth 30 fathoms	51°15′S 66°04′W
211	4Ed. 11/13/82 LAST NM 31/85		(BA CH 3175) 41/85
	Add	Depth 117 fathoms	59°42′S 44°58′W
★301	1Ed. 3/2/85	NEW CHART	(DMAHTC; 1(47)83 Taunton; 22(5)84 Genova) 19/85
	Relocate	R Bn (AERO) close N to	41°48.8′N 12°14.3′E
	Substitute	Light with legend "Wellhead" for danger circle "Well"	37°30.00′N 11°54.5′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 19/85		(12(834)85 Taunton) 21/85
	Delete	Depth 392 meters	36°01.8′N 4°37.0′W
301	(INT 301) 1Ed. 3/2/85 LAST NM 21/85		(11(1)85 Genova; US RA; 25(1656)85 Taunton) 34/85
	Delete	R Bn at light	44°01′N 9°51′E
		R Bns (AERO)	40°35′N 8°15′E
			38°03′N 13°11′E
	Add	R Bn at light	43°31′N 10°20′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 34/85		(34(3597)85 Hamburg) 41/85
	Delete	Danger circle "Obstr" and buoy in vicinity	33°50′N 12°03′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 41/85		(35(2324)85 Taunton) 43/85
	Delete	Depth 179 meters	36°07.5′N 3°38.0′W
★302	(INT 302) 1Ed. 5/7/83 NEW CHART		(DMAHTC) 29/83
	Delete	R Bn (AERO)	38°45′N 16°22′E
			32°05′N 20°16′E
			32°47′N 21°58′E
302	(INT 302) 1Ed. 5/7/83 LAST NM 29/83		(6(43)83 Split) 31/83
	Add	Depth 49 meters	43°02′N 16°26′E
302	(INT 302) 1Ed. 5/7/83 LAST NM 31/83		(5(127)83 Athens) 41/83
	Substitute	Depth 32 meters for 66 meters	38°18′50″N 23°56′00″E
302	(INT 302) 1Ed. 5/7/83 LAST NM 41/83		(17(1)83 Genova; NVS7120/83) 50/83
	Delete	Depth 115 meters	40°12′N 25°27′E
	Add	Depth 100 meters	41°50.7′N 10°35.5′E
302	(INT 302) 1Ed. 5/7/83 LAST NM 50/83		(3(149)84 Taunton) 9/84
	Delete	R Bn (AERO)	38°06′N 21°24′E

302	(INT 302)	1Ed. 5/7/83 LAST NM 9/84	(NVS7211/84) 12/84
	Delete	Depths 99 meters	35°15′N 22°51′E
		100 meters	35°40′N 22°08′E
		100 meters	35°45′N 21°57′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 12/84	(17(1)83 Genova) 14/84
	Delete	Depth 300 meters	41°50.7′N 10°35.5′E
		(See 50/83-302)	
302	(INT 302)	1Ed. 5/7/83 LAST NM 14/84	(11(316)83 Athens) 25/84
	Delete	Depth 29 meters	35°45′N 27°55′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 25/84	(24(31)84 Brest) 31/84
	Delete	Depth 18 meters	38°02′N 10°43′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 31/84	(22(5)84 Genova) 17/85
	Substitute	Light symbol for danger circle	37°30.0′N 11°54.0′E
		Note: Legend "Wellhead" remains	
302	(INT 302)	1Ed. 5/7/83 LAST NM 17/85	(HNNM7486/85) 28/85
	Add	Depth 146 meters (ED)	36°48′N 13°23′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 28/85	(25(1662)85 Taunton) 34/85
	Delete	R Bn (AERO)	38°02′N 13°11′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 34/85	(34(3597)85 Hamburg) 41/85
	Delete	Dotted-line circle "Obstr" and buoy in vicinity	33°50′N 12°03′E
★**310**	20Ed. 12/29/79	NEW EDITION	(DMAHTC) 12/80
310	20Ed. 12/29/79 LAST NM 12/80		(NVS6198/80) 35/80
	Substitute	Depth 854 meters for 178 meters	35°45′N 23°27′E
310	20Ed. 12/29/79 LAST NM 35/80		(14(777)81 Taunton) 24/81
	Add	Depths 62 meters "Rep (1981)"	37°28′N 10°43′E
		68 meters "Rep (1981)"	37°16′N 11°34′E
★**310**	20Ed. 12/29/79 LAST NM 24/81		(NVS6431/81) 28/81
	Delete	Depths 13 meters	42°46′N 3°58′E
		150 meters	41°14′N 10°26′E
		24 meters	39°33′N 18°34′E
		9 meters	31°22′N 29°08′E
	Add	Depth 750 meters	41°14′N 10°26′E
310	20Ed. 12/29/79 LAST NM 28/81		(US RA) 19/82
	Delete	R Bn	31°39′N 34°37′E
			32°11′N 34°50′E
		(AERO)	33°50′N 35°30′E
310	20Ed. 12/29/79 LAST NM 19/82		(20(176)82 Istanbul) 42/82
	Add	R Bn (AERO) (PA)	36°53′N 30°47′E

310	20Ed. 12/29/79 LAST NM 42/82		(35(2127)82 Taunton) 49/82
	Add	Depth 60 meters	39°31.7′N 15°33.9′E
310	20Ed. 12/29/79 LAST NM 49/82		(1(47)83 Taunton) 17/83
	Relocate	R Bn (AERO) close NNW to	41°48′N 12°17′E
310	20Ed. 12/29/79 LAST NM 17/83		(BA RA) 25/83
	Add	R Bn (AERO)	44°53′N 13°45′E
310	20Ed. 12/29/79 LAST NM 25/83		(BA RA) 29/83
	Delete	R Bn at lights	42°26′N 11°08′E
			38°43′N 13°12′E
			42°00′N 15°00′E
			40°01′N 15°17′E
			39°02′N 17°12′E
			37°56′N 16°04′E
	Add	R Bn at light	38°11′N 12°44′E
310	20Ed. 12/29/79 LAST NM 29/83		(BA RA) 42/83
	Add	R Bn (AERO)	42°43.7′N 10°23.9′E
310	20Ed. 12/29/79 LAST NM 42/83		(17(1)83 Genova) 50/83
	Add	Depth 100 meters	41°51′N 10°36′E
310	20Ed. 12/29/79 LAST NM 50/83		(11(46)84 Brest) 22/84
	Delete	R Bn at light	36°46′N 5°07′E
310	20Ed. 12/29/79 LAST NM 22/84		(NVS7211/84) 23/84
	Delete	Depth 99 meters (ED)	35°15′N 22°52′E
		100 meters (ED)	35°40′N 22°09′E
		100 meters (ED)	35°47′N 21°54′E
310	20Ed. 12/29/79 LAST NM 23/84		(41/74, 12(316)83 Athens; Gr CH 45) 25/84
	Delete	Depth 30 meters	35°44′N 27°53′E
	Add	Depth 91 meters "Rep (1974)" (PA)	35°35.0′N 29°18.0′E
310	20Ed. 12/29/79 LAST NM 25/84		(20(20)84 Brest) 26/84
	Substitute	Depth 229 meters for 278 meters	38°39′N 14°02′E
310	20Ed. 12/29/79 LAST NM 26/84		(HNNM7486/85) 28/85
	Add	Depth 146 meters (ED)	36°48′N 13°23′E
310	20Ed. 12/29/79 LAST NM 28/85		(10(5)85 Genova) 33/85
	Add	R Bn at light	43°33′N 10°17′E
310	20Ed. 12/29/79 LAST NM 33/85		(11(1)85 Genova; US RA) 34/85
	Delete	R Bn at lights	44°01′N 9°52′E
			40°34′N 8°10′E

★400	(INT 400)	2Ed. 8/3/85 NEW EDITION	(DMAHTC; 9(625)83 Taunton) 52/85
	Substitute	Depth 22 meters for 9 meters (Previously published 39/85)	17°52′N 77°58′W
	Substitute	Depth 433 meters for 33 meters	18°20′N 74°51′W
400	(INT 400)	2Ed. 8/3/85 LAST NM 52/85	(HNNM7693/86) 9/86
	Delete	Depth 9 meters	15°21′N 81°11′W
★401	(INT 401)	4Ed. 9/15/84 NEW EDITION	(DMAHTC) 44/84
401	(INT 401)	4Ed. 9/15/84 LAST NM 44/84	(DMAHTC) 11/85
	Delete	R Bn (AERO)	20°23′N 74°28′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 11/85	(8(562)85 Taunton) 15/85
	Delete	Depth 11 meters	16°05.0′N 79°18.0′W
	Add	Depth 12 meters	16°01.4′N 79°18.6′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 15/85	(NVS7456/85) 25/85
	Delete	Depth 26 meters	17°27′N 76°16′W
	Add	Depth 26 meters enclosed by danger circle	17°27′N 76°20′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 25/85	(HNNM7493/85) 28/85
	Delete	Depth 183 meters	23°58′N 88°57′W
	Add	Depth 80 meters	23°39.5′N 89°05.5′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 28/85	(NVS6998/83; HNNM7507/85) 32/85
	Delete	Depth 14 meters	15°25′N 80°25′W
	Add	Legend (ED) to depth 16 meters	15°20′N 80°16′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 32/85	(HNNM7520/85) 33/85
	Delete	Depth 58 meters	22°29′N 73°12′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 33/85	(HNNM06/85) 40/85
	Add	Danger circle "Unexploded Ordnance"	29°47′N 79°51′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 40/85	(HNNM7586/85) 41/85
	Add	Depth 10 meters	16°03.8′N 86°29.9′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 41/85	(35(2309)85 Taunton) N42/85
	Add	Depth 287 meters "Rep (1985)"	20°45.5′N 73°24.5′W
401	(INT 401)	4Ed. 9/15/84 LAST NM 42/85	(HNNM7693/86) 9/86
	Delete	Depth 9 meters	54°21′N 81°10′W
★402	(INT 402)	4Ed. 5/25/85 NEW EDITION	(DMAHTC) 32/85

402	(INT 402)	4Ed. 5/25/85 LAST NM 32/85	(46(2296, 2297)75 Taunton) 39/85
	Substitute	Depths 22 meters for 9 meters	17°52′N 77°59′W
		18 meters for 17 meters	17°59′N 78°04′W
402	(INT 402)	4Ed. 5/25/85 LAST NM 39/85	(HNNM7588/85; 35(2309)85 Taunton) 42/85
	Add	Depth 287 meters "Rep (1985)"	20°45.5′N 73°24.5′W
		Light symbol	12°16.0′N 71°58.0′W
		R Bn (AERO)	12°14.0′N 72°00.0′W
402	(INT 402)	4Ed. 5/25/85 LAST NM 42/85	(HNNM7469/85, 7601/85) 46/85
	Delete	Depths 60 meters	16°34′N 61°54′W
		73 meters	16°30′N 62°04′W
402	(INT 402)	4Ed. 5/25/85 LAST NM 46/85	(HNNM7693/86) 9/86
	Delete	Depth 9 meters	15°21′N 81°11′W
★411	38Ed. 6/1/85	NEW EDITION	(NOS) 35/85
	Delete	Depth 100 fathoms "Rep (1967)" (Previously published 28/85)	23°58′N 88°57′W
	Change	Characteristic of buoy to Fl R (Previously published 29/85)	29°29.6′N 85°30.0′W
	Add	Dangerous wreck (PA) (Previously published 31/85)	28°25′30″N 80°17′30″W
	Change	Legend to "2 W Or, Fl 4s Priv maintd" at buoy	28°44.0′N 95°15.0′W
		Color of buoy "42001" to yellow (Previously published 33/85)	25°54.0′N 89°42.0′W
	Delete	Light (AERO) (Previously published 34/85)	26°09.6′N 97°20.3′W
	Relocate	R Bn close SW to (Previously published 34/85)	28°57′35.0″N 82°42′29.9″W
★411	38Ed. 6/1/85	LAST NM 35/85	(34/85 CG8) 36/85
	Relocate	Buoy "42002" (26°00′00″N 93°24′00″W) to	25°58′00″N 93°32′24″W
411	38Ed. 6/1/85	LAST NM 36/85	(HNNM7579/85) 39/85
	Add	Legend "(ED)" to depths 14 fathoms	21°56′N 86°36′W
		15 fathoms	22°02′N 86°37′W
411	38Ed. 6/1/85	LAST NM 39/85	(NOS; 38/85 CG8, HNNM06/85) 40/85
	Delete	Buoys "WR2"	26°47.0′N 97°08.9′W
		"WR4"	26°48.0′N 97°09.0′W
	Change	Characteristic of buoy to Fl(2+1)R 6s	24°25′N 82°25′W

(continued on next page)

411	(Continued)		40/85
	Add	Dangerous wreck (PA)	29°19′42″N 88°57′41″W
		Danger circle	
		"Unexploded Ordnance Rep (1985)"	29°47′00″N 79°50′30″W
411	38Ed. 6/1/85	LAST NM 40/85	(39/85 CG8; HNNM7576/85) 43/85
	Delete	Dangerous wreck (PA)	29°19′42″N 88°57′41″W
		(See 40/85-411)	
		Buoy (mooring)	24°49′24″N 77°39′24″W
411	38Ed. 6/1/85	LAST NM 43/85	(42/85 CG8) 45/85
	Add	Dangerous wreck (PA)	28°28′03″N 84°15′35″W
411	38Ed. 6/1/85	LAST NM 45/85	(44/85 CG8) 46/85
	Add	Dangerous wreck (PA)	29°32′00″N 84°34′30″W
411	38Ed. 6/1/85	LAST NM 46/85	(46, 47/85 CG8) 49/85
	Change	Fog signal of buoy "NO" to HORN	29°26.4′N 88°56.9′W
	Add	Danger circle "Obstr (9½ fms rep)"	30°02′04″N 87°41′55″W
411	38Ed. 6/1/85	LAST NM 49/85	(48/85 CG7; 51/85 CG8) 1/86
	Change	Visibility (range) of light to 14M	31°57.0′N 80°41.0′W
	Add	Wreck (PA)	30°00.0′N 87°42.2′W
★411	38Ed. 6/1/85	LAST NM 1/86	(52, 53/85 CG8) 4/86
	Relocate	Buoy "42001" close NE to	25°56′19″N 89°40′42″W
	Add	Dangerous wrecks (PA)	28°43′12″N 89°56′56″W
			29°15′30″N 84°41′30″W

★500	(INT 500)	4Ed. 11/15/80 NEW EDITION	(NOS) 8/81
500	(INT 500)	4Ed. 11/15/80 LAST NM 8/81	(NVS6330/81) 11/81
	Relocate	Buoys "46004" (51°00′N 136°00′W) to	50°57.0′N 135°55.0′W
		"46003" (52°00′N 155°58′W)	51°52.5′N 155°50.0′W
P 500	(INT 500) (Prelim'y)	4Ed. 11/15/80 LAST NM 11/81	(8(191)81 Ottawa) 12/81
		On or about 1 July 1981	
	Delete	Ocean station vessel "P"	50°′N 145°′W
500	(INT 500)	4Ed. 11/15/80 LAST NM 12/81	(14(317, 319)81 Ottawa) 18/81
	Add	Light symbols	53°18′55″N 132°46′12″W
			53°28′09″N 132°53′43″W
500	(INT 500)	4Ed. 11/15/80 LAST NM 18/81	(US CH 16535) 21/81
	Add	Light symbol	55°03.8′N 163°25.3′W

500	(INT 500) Delete	4Ed. 11/15/80 LAST NM 21/81 Ocean station vessel "P" (Supersedes 12/81P-500)	(34(708)81 Ottawa) 41/81 50°00′N 145°00′W
500	(INT 500) Add	4Ed. 11/15/80 LAST NM 41/81 Wreck (PA)	(5/82 CG17) 11/82 60°14.3′N 146°24.0′W
500	(INT 500) Delete	4Ed. 11/15/80 LAST NM 11/82 Buoy, danger circle and legend "& Subm buoy (23m rep)"	(CL904/82) 49/82 54°02′N 163°00′W
500	(INT 500) Change	4Ed. 11/15/80 LAST NM 49/82 Color of buoy "46004" to yellow	(26/83 CG13) 35/83 50°57′N 135°55′W
500	(INT 500) Change	4Ed. 11/15/80 LAST NM 35/83 Color of buoy to green and red bands (topmost band green)	(12/84 CG17) 17/84 58°55.8′N 151°25.8′W
	Add	Note in upper center margin of chart "CAUTION CHANGES IN BUOYAGE Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red or green as appropriate. Changes to aids to navigation will be announced in the Defense Mapping Agency Hydrographic/Topographic Center weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners."	
500	(INT 500) Add	4Ed. 11/15/80 LAST NM 17/84 Danger circle "Subm obstr" (PA)	(CL360/84) 18/84 57°21′N 152°17′W
500	(INT 500) Change	4Ed. 11/15/80 LAST NM 18/84 Color of buoy to green	(16, 17/84 CG17) 22/84 59°47′N 146°06′W
	Add	Depth 26 meters	54°38′53″N 132°44′30″W
500	(INT 500) Change	4Ed. 11/15/80 LAST NM 22/84 Color of buoy to green and red bands (topmost band green)	(18/84 CG17) 24/84 60°05′N 152°10′W
500	(INT 500) Add	4Ed. 11/15/80 LAST NM 24/84 Depth 172 meters "Rep (1976)" (PA)	(NVS7272/84) 26/84 57°44′N 149°58′W

500 (INT 500)	4Ed. 11/15/80 LAST NM 26/84		(23/84 CG17; H9897) 27/84
Delete	Buoy "46003"		51°52.5'N 155°50.0'W
	Depths 55 meters		57°56.0'N 154°53.0'W
Add	Buoy "NOAA 46003", yellow, Fl(4) Y 20s		51°51'N 155°42'W
500 (INT 500)	4Ed. 11/15/80 LAST NM 27/84		(34/84 CG17) 39/84
Delete	Light		56°32'N 156°58'W
500 (INT 500)	4Ed. 11/15/80 LAST NM 39/84		(50/84 CG17) 3/85
Relocate	Buoy "46003" (51°51'N 155°42'W) to (See 27/84-500)		51°51'N 155°55'W
500 (INT 500)	4Ed. 11/15/80 LAST NM 3/85		(13/85 CG17) 17/85
Delete	R Bn (AERO) from light		59°28'N 146°18'W
500 (INT 500)	4Ed. 11/15/80 LAST NM 17/85		(HNNM7457/85) 34/85
Add	Purple dashed lines (recommended route) joining		49°30.0'N 134°30.0'W
			59°15.0'N 144°03.5'W
			59°58.3'N 145°30.6'W
			60°13.0'N 146°39.8'W
		joining	60°12.2'N 146°41.0'W
			59°56.0'N 145°40.0'W
			59°15.0'N 144°25.0'W
			49°30.0'N 134°45.0'W
		between	51°14.9'N 132°25.0'W
			59°15.0'N 144°03.5'W
		between	59°15.0'N 144°25.0'W
			50°29.0'N 132°25.0'W
	Note "NOTE A US Trans-Alaskan Pipeline System (TAPs) routes are recommended for safe routing of tank vessels between the Port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes."		61°00.0'N 154°00.0'W
	Legends "See Note A"		55°40.0'N 138°50.0'W
			54°30.0'N 139°15.0'W
	Purple open-outlined arrows indicating flow of traffic oriented 330.2°		50°00.0'N 134°45.0'W
		330.2°	55°40.0'N 140°00.0'W
		293.1°	60°08.0'N 146°05.0'W
		118.0°	60°00.0'N 146°06.0'W
		137.2°	59°28.0'N 145°00.0'W

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500	(Continued)		34/85
	Add	150.1°	55°40.0′N 140°45.0′W
		320.2°	52°00.0′N 133°12.5′W
		320.2°	56°50.0′N 140°00.0′W
		141.9°	56°10.0′N 140°00.0′W
		141.9°	50°00.0′N 135°20.0′W
500	(INT 810)	4Ed. 11/15/80 LAST NM 34/85	(HNNM7637/85) 52/85
	Change	International chart number "INT 500" to "INT 810" in margins (2) of chart	
★**501**	(INT 501)	6Ed. 3/10/84 NEW EDITION	(NOS; 14/84 CG11) 21/84
	Change	Color of buoy "46025" to yellow	33°36′N 119°00′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 21/84	(NVS7272/84; 17/84 CG11) 26/84
	Delete	Buoy "42024"	32°50′N 119°10′W
	Add	Depth 221 meters "Rep (1976)" (PA)	52°09.0′N 131°34.0′W
		Buoy "NOAA 46024", yellow, Gp Fl Y(4) 20sec	32°45.8′N 119°29.0′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 26/84	(11/84 CG12) 44/84
	Delete	Superbuoy	37°24.5′N 122°40.2′W
	Add	Superbuoy ODAS "46012", yellow, Fl(4) Y 20s	37°23.4′N 122°39.6′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 44/84	(28/84 CG13) 45/84
	Relocate	Buoy "46005" close N to and change to superbuoy ODAS, yellow, Fl(4) Y 20s	46°05′54″N 131°00′00″W
501	(INT 501)	6Ed. 3/10/84 LAST NM 45/84	(CL1429/84) 48/84
	Add	Depth 126 meters	39°44.9′N 123°59.0′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 48/84	(47/84 CG13) 3/85
	Change	Buoy "46002" to superbuoy ODAS, yellow, Fl(4) Y 20s	42°30′N 130°18′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 3/85	(5/85 CG13) 10/85
	Relocate	Superbuoy ODAS "46002" close SE to (See 3/85-501)	42°27.5′N 130°16.0′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 10/85	(8/85 CG12) 12/85
	Change	Shape of superbuoy to buoy and delete R Bn	40°26′N 124°30′W
501	(INT 501)	6Ed. 3/10/84 LAST NM 12/85	(25/85 CG12) 29/85
	Change	Color of buoy "46022" to yellow	40°45.5′N 124°30.8′W

501	(INT 501) Change	6Ed. 3/10/84 LAST NM 29/85 Characteristic of buoy "46022" to Fl(4) Y 20s	(27/85 CG12) 32/85 40°45.5′N 124°30.8′W
501	(INT 501) Add	6Ed. 3/10/84 LAST NM 32/85 Purple dashed lines (recommended route) between	(HNNM7457/85) 34/85 35°00.0′N 123°00.0′W 53°05.0′N 137°30.0′W
		between	52°40.0′N 137°30.0′W 35°00.0′N 123°23.0′W
		joining	48°31.6′N 124°59.0′W 48°50.0′N 129°10.0′W 55°00.0′N 137°30.0′W
		joining	54°30.0′N 137°30.0′W 48°30.0′N 130°00.0′W 48°28.0′N 124°59.0′W
		Note "NOTE B US Trans-Alaskan Pipeline System (TAPs) routes are recommended for safe routing of tank vessels between the Port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes."	50°00.0′N 117°30.0′W
		Legends "See Note B"	52°10.0′N 134°00.0′W 50°00.0′N 135°00.0′W 37°36.0′N 125°00.0′W
		Purple open-outlined arrows indicating flow of traffic oriented 330.1°	36°00.0′N 123°25.0′W
		330.1°	44°40.0′N 130°00.0′W
		330.1°	52°05.0′N 136°15.0′W
		150.1°	51°35.0′N 136°47.5′W
		150.1°	44°20.0′N 135°00.0′W
		150.1°	35°30.0′N 124°00.0′W
		276.3°	48°50.0′N 128°00.0′W
		320.2°	51°20.0′N 132°10.0′W
		141.9°	50°47.5′N 132°57.5′W
		090.6°	48°15.0′N 128°00.0′W
501	(INT 501) Delete	6Ed. 3/10/84 LAST NM 34/85 Light	(33/85 CG13) 38/85 47°18′N 124°17′W
501	(INT 501) Delete	6Ed. 3/10/84 LAST NM 38/85 Buoy "46024"	(44/85 CG11) 48/85 32°45.8′N 119°29.0′W
★501	(INT 501) Change	6Ed. 3/10/84 LAST NM 48/85 Buoy "46011" to superbuoy ODAS "46011", yellow, Fl(4) Y 20s	(NOS) 51/85 34°52.8′N 120°52.4′W

501	(INT 801) Change	6Ed. 3/10/84 LAST NM 51/85 International chart number "INT 501" to "INT 801" in margins (3) of chart	(HNNM7637/85) 52/85
★**502**	(INT 502) Add	2Ed. 7/23/83 NEW EDITION Depth 302 meters "Rep (1983)" (Previously published 37/83)	(DMAHTC) 40/83 19°11.5′N 105°00.0′W
	Add	Depth 637 meters "Rep (1983)" (Previously published 39/83)	30°58′N 116°40′W
502	(INT 502) Substitute	2Ed. 7/23/83 LAST NM 40/83 Depth 803 meters for 244 meters	(NVS6883/83) 43/83 29°13′N 116°19′W
502	(INT 502) Add	2Ed. 7/23/83 LAST NM 43/83 Depths 92 meters "Rep (1983)" 122 meters "Rep (1983)" 202 meters "Rep (1983)"	(NVS7119/83) 51/83 22°16′30″N 106°16′30″W 22°22′45″N 106°18′15″W 22°29′30″N 106°20′30″W
502	(INT 502) Add	2Ed. 7/23/83 LAST NM 51/83 Chartlet, depicting changes in hydrography, from back of Section I	(US CH E1306) 2/84 30°41′N 122°50′W
502	(INT 502) Add	2Ed. 7/23/83 LAST NM 2/84 Depths 476 meters "Rep (1983)" 55 meters "Rep (1983)"	(NVS7162/84) 5/84 29°54.9′N 116°05.6′W 24°47.0′N 112°28.1′W
502	(INT 502) Delete	2Ed. 7/23/83 LAST NM 5/84 R Bn (AERO)	(US RA) 27/84 31°18′N 113°32′W
502	(INT 502) Add	2Ed. 7/23/83 LAST NM 27/84 Purple dashed lines (recommended route) between between between between Note "NOTE A US Trans-Alaskan Pipeline System (TAPs) routes are recommended for safe routing of tank vessels between the Port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes." Legend "See Note A"	(HNNM7457/85) 34/85 35°00.0′N 123°00.0′W 37°01.0′N 124°25.0′W 36°30.0′N 124°25.0′W 35°00.0′N 123°23.0′W 37°57.3′N 123°03.2′W 38°20.0′N 123°40.0′W 38°20.0′N 123°55.0′W 37°54.6′N 123°05.3′W 37°30.0′N 120°00.0′W 36°30.0′N 124°10.0′W

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502	(Continued)		**34/85**
	Add	Purple open-outlined arrows indicating flow of traffic oriented 330.1°	36°00.0′N 123°30.0′W
		150.1°	36°00.0′N 124°15.0′W
		305.5°	38°15.0′N 123°20.0′W
		125.2°	38°00.0′N 123°30.0′W
502	(INT 502)	2Ed. 7/23/83 LAST NM 34/85	(HNNM7565/85) 38/85
	Add	Depth 478 meters (PA)	22°44.3′N 107°34.4′W
502	(INT 802)	2Ed. 7/23/83 LAST NM 38/85	(HNNM7637/85) 52/85
	Change	International chart number "INT 502" to "INT 802" in margins (4) of chart	
★**503**	(INT 503)	3Ed. 5/25/85 NEW EDITION	(DMAHTC; NVS7039/83) 34/85
	Delete	Depths 13 meters	16°25′N 82°11′W
		14 meters	15°24′N 80°25′W
		6 meters	13°30′N 81°47′W
	Add	Legend "(PA)" to depths	
		532 meters "(1982)"	15°57.0′N 78°23.0′W
		569 meters "(1982)"	15°54.0′N 78°24.0′W
503	(INT 503)	3Ed. 5/25/85 LAST NM 34/85	(46(2296, 2297)75 Taunton) 39/85
	Substitute	Depths 22 meters for 9 meters	17°52′N 77°59′W
		18 meters for 17 meters	17°59′N 78°04′W
503	(INT 811)	3Ed. 5/25/85 LAST NM 39/85	(HNNM7637/85) 52/85
	Change	International chart number "INT 503" to "INT 811" in margins (4) of chart	
503	(INT 811)	3Ed. 5/25/85 LAST NM 52/85	(46(3080)85 Taunton) 7/86
	Add	Position circle "R Sta"	0°53.95′S 89°36.75′W
503	(INT 811)	3Ed. 5/25/85 LAST NM 7/86	(HNNM7693/86) 9/86
	Delete	Depth 9 meters	15°20′N 81°13′W
★**504**	(INT 504)	4Ed. 2/19/83 NEW EDITION	(DMAHTC) 18/83
504	(INT 504)	4Ed. 2/19/83 LAST NM 18/83	(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4′N 157°49.8′W
		"51003"	19°11.0′N 160°49.2′W
		"51004"	17°31.9′N 152°37.1′W
504	(INT 504)	4Ed. 2/19/83 LAST NM 52/84	(NVS7391/85) 19/85
	Add	Depth 225 meters "Rep (1984)"	9°29′N 160°58′W
504	(INT 809)	4Ed. 2/19/83 LAST NM 19/85	(49/85 CG14, HNNM7637/85) 52/85
	Change	International chart number "INT 504" to "INT 809" in margins (4) of chart	

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504	(Continued)		52/85
	Add	Superbuoy ODAS, "51005", yellow Fl(4) Y 20s	20°21′N 156°04′W

★505	(INT 505)	2Ed. 4/18/81 NEW EDITION	(DMAHTC) 23/81
505	(INT 505)	2Ed. 4/18/81 LAST NM 23/81	(22(1199)81 Taunton) 29/81
	Delete	Light symbol	4°44′N 160°25′W
★505	(INT 505)	2Ed. 4/18/81 LAST NM 29/81	(NVS6728/82) 35/82
	Delete	Danger circle "Breakers"	2°00′S 174°48′W
505	(INT 505)	2Ed. 4/18/81 LAST NM 35/82	(31(1915)82 Taunton) 41/82
	Delete	Danger circle "Breakers (rep 1980)"	6°33.8′N 177°34.0′E
505	(INT 505)	2Ed. 4/18/81 LAST NM 41/82	(Jpn CH 2004) 15/83
	Substitute	Depth 5090 meters for 50 meters	0°00′ 176°28′E
505	(INT 505)	2Ed. 4/18/81 LAST NM 15/83	(NVS7383, 7384/85) 6/85
	Substitute	Depth 1418 meters for 1498 meters	8°19′N 159°51′W
	Add	Danger circle "Breakers Rep (1980)"	6°33.8′N 177°33.0′E
505	(INT 505)	2Ed. 4/18/81 LAST NM 6/85	(NVS7391/85) 19/85
	Add	Depth 225 meters "Rep (1984)"	9°29′N 160°58′W
505	(INT 617)	2Ed. 4/18/81 LAST NM 19/85	(HNNM7637/85) 52/85
	Change	International chart number "INT 505" to "INT 617" in margins (4) of chart	
		Legend to "CONTINUED ON INT 809"	10°58′N 172°55′W

★506	(INT 506)	1Ed. 3/26/83 NEW CHART	(DMAHTC) 21/83
506	(INT 506)	1Ed. 3/26/83 LAST NM 21/83	(27(1763)83 Taunton) 36/83
	Add	Dotted-line circle with legend "Shoal (rep 1895)" (ED)	0°27′S 167°12′E

★508	(INT 508)	1Ed. 7/2/83 NEW CHART	(DMAHTC; NVS6848/83) 37/83
	Delete	R Bns (AERO)	14°46′N 120°13′E
			5°54′N 117°58′E
			4°14′N 117°53′E
			1°39′N 109°50′E
			0°09′S 109°23′E
			8°30′S 117°25′E
			8°31′S 116°05′E
			8°44′S 115°10′E
			6°59′S 110°23′E

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★508	(Continued)		37/83
	Delete		6°43′S 108°34′E
			0°29′S 104°34′E
			2°25′N 103°51′E
			2°13′N 102°13′E
			3°58′N 101°03′E
			5°28′N 100°23′E
		Light	16°59′N 112°16′E
	Change	Legend of "Rocky I" to "Woody I"	16°50′N 112°30′E
	Add	Lights	16°50.0′N 112°20.0′E
			2°29.0′S 108°51.0′E
		Depth 284 meters "Rep (1983)"	15°00.5′N 116°30.0′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 37/83	(NVS7025/83) 39/83
	Add	Depth 13 meters "Rep (1982)"	9°43′N 109°07′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 39/83	(NVS7060/83) 43/83
	Add	Depths 62 meters "Rep (1983)" (PA)	20°52.8′N 115°42.1′E
		136 meters "Rep (1983)" (PA)	20°45.3′N 115°39.5′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 43/83	(38(2455)83 Taunton) 45/83
	Delete	Dangerous wreck	23°47′N 119°54′E
	Add	Dangerous wreck	23°45′N 119°53′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 45/83	(NVS7290/84) 33/84
	Delete	Depth 5.4 meters, blue tint, enclosing depth contours (2) and legend "Owen Sh." in vicinity	8°09′N 111°59′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 33/84 (NVS7306/84; 18(158)84 Jakarta) 35/84	
	Add	Depth 457 meters "Rep (1984)"	15°08′N 117°06′E
		Light	0°15′N 108°04′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 35/84	(32(2115)84 Taunton) 39/84
	Add	Depth 401 meters "Rep (1984)"	15°37.0′N 112°28.0′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 39/84	(11(49)84 China) 40/84
	Delete	Light	21°49′N 113°56′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 40/84	(7(175)85 Tokyo) 12/85
	Add	Danger circle "Obstr"	5°17′N 107°58′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 12/85	(NVS7410/85) 13/85
	Add	Depth 45 meters "Rep (1985)" (PA)	5°46.6′N 107°28.8′E

508	(INT 508)	1Ed. 7/2/83 LAST NM 13/85	(HNNM7490/85; 23(201)84 Jakarta) 28/85
	Add	Depths 13 meters	5°22′S 117°41′E
		25 meters	5°32′S 116°10′E
		29 meters	5°32′S 116°14′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 28/85	(49(439)85 Jakarta; 20(1347)85 Taunton) 31/85
	Add	Light symbol	1°10′S 119°21′E
		Depth 15.9 meters "Rep (1985)"	23°14′N 118°12′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 31/85	(24(1610)85 Taunton) 33/85
	Add	Depths 10 meters	5°59′N 105°56′E
		33 meters	6°06′N 107°19′E
		41 meters	6°22′N 108°18′E
		13.7 meters	7°22′N 109°00′E
		69 meters	8°10′N 108°51′E
		98 meters	8°21′N 109°53′E
		17.7 meters	7°16′N 109°42′E
		35 meters	5°37′N 110°02′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 33/85	(26(1735-1737)85 Taunton) 34/85
	Add	Light flare symbols	2°59′N 107°47′E
			3°58′N 108°24′E
			4°46′N 108°02′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 34/85	(28(1848)85 Taunton) 35/85
	Add	Light flare symbol	5°49′S 105°24′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 35/85	(29(1905)85 Taunton; HNNM7542/85) 36/85
	Add	Depths 31 meters	8°49′N 108°26′E
		33 meters	8°47′N 108°18′E
		28 meters	8°39′N 108°05′E
		31 meters	8°35′N 108°13′E
		26 meters	8°29′N 107°50′E
		24 meters	8°21′N 107°35′E
		29 meters	8°14′N 107°49′E
		20 meters	9°25′N 108°22′E
		18 meters	8°20′N 106°35′E
		36 meters Obstr "Rep (1985)" (PA)	22°23′N 117°53′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 36/85	(HNNM7559/85) 38/85
	Delete	Depth 608 meters and enclosing dotted line	4°51′S 118°24′E

(continued on next page)

508	(Continued)		38/85
	Add	Depths 522 meters	4°51′S 118°25′E
		423 meters	4°16′S 117°22′E
		268 meters	5°04′S 118°07′E
		26 meters "Rep (1984)" (PA)	0°05′N 106°20′E
		39 meters "Rep (1984)" (PA)	0°10′S 106°40′E
		38 meters "Rep (1984)" (PA)	0°51′S 107°26′E
		40 meters "Rep (1984)" (PA)	0°06′S 106°31′E
		39 meters "Rep (1984)" (PA)	0°22′S 106°50′E
		27 meters "Rep (1984)" (PA)	1°45′S 108°33′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 38/85	(HNNM7654, 7559/85; 43(2865)85 Taunton) 2/86
	Delete	Depth 603 meters and enclosing dotted line (See 38/85-508)	4°51′S 118°24′E
	Substitute	Depth 34 meters (PA) for 45 meters "Rep (1985)" (PA) (See 13/85-508)	5°47.0′N 107°30.0′E
	Add	Depth 25 meters "Rep (1985)"	0°41′N 108°17′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 2/86	(HNNM7680/86) 7/86
	Add	Depth 35.8 meters (PA)	0°13.5′S 106°07.8′E
		34.9 meters (PA)	0°17.9′S 106°15.0′E
		32.5 meters (PA)	0°19.1′S 106°18.1′E
		29.5 meters (PA)	0°22.1′S 106°23.1′E
		30.5 meters	0°25.0′S 106°28.9′E
		34.9 meters (PA)	0°30.2′S 106°39.2′E
		34.9 meters (PA)	0°34.9′S 106°47.8′E
		35.9 meters (PA)	0°44.0′S 107°05.5′E
		39.0 meters (PA)	0°48.0′S 107°15.1′E
		35.4 meters (PA)	0°51.5′S 107°20.0′E
		31.6 meters	0°55.2′S 107°24.8′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 7/86	(HNNM 7690/86) 9/86
	Add	Depth 28 meters "Rep (1983)" (PA)	5°10′S 116°39′E
★509	(INT 509)	3Ed. 12/7/85 NEW EDITION	(DMATHC; 39(1199)85 Tokyo) 8/86
	Substitute	Depth 144 meters for 173 meters (Previously published 2/86)	28°52′N 129°34′E
	Delete	R Bn (AERO)	14°44′N 120°13′E
			35°39′N 135°05′E
	Change	Designation of superbuoy to "(ODAS)"	25°40′N 135°55′E

509	(INT 509)	3Ed. 12/7/85 LAST NM 8/86	(DMAHTC; 52(1516)85 Tokyo) 9/86
	Delete	Depths 14.6 meters	31°43′N 128°19′E
		14.6 meters	31°33′N 128°16′E
		and relocate dotted line northward to enclose 51-meter depth	
	Change	Current note to "CURRENT (Meandering of the Kurosio) As a large-scale cold water mass appears in the offing of Ensyu Nada, the Kurosio current flows to go round the cold water mass between the offing of Kii Suido and Lzu Syoto. Once such a cold water mass emerges, the meandering of the Kurosio continues to remain for about two to ten years."	41°37′N 123°50′E
★**510**	(INT 510)	1Ed. 9/18/76 NEW CHART	(DMAHC; 37(1792)76 Taunton) 45/76
	Add	Depth 463 meters "Rep (1975)"	24°04′N 141°14′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 45/76	(29(760)77 Tokyo) 39/77
	Delete	Depth 55 meters	21°45′N 143°44′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 39/77	(RS03113/77) 42/77
	Add	Depth 106 meters "Rep (1977)"	21°48.1′N 136°36.2′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 42/77	(RS2865/77) 46/77
	Add	Depth 197 meters	34°50.9′N 140°23.1′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 46/77	(Jpn CH L-1006) 13/78
	Delete	R Bn	36°23′N 140°38′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 13/78	(29(876)78 Tokyo) 35/78
	Delete	Buoy	37°00′N 147°00′E
	Add	Buoy with light symbol, red and yellow, Ra Ref	39°30′N 145°30′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 35/78	(NVS3882/78) 2/79
	Add	Depth 66 meters "Rep (1978)"	17°41.8′N 142°48.8′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 2/79	(23(689)79 Tokyo) 35/79
	Add	Chartlet from back of Section I	29°47′N 140°21′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 35/79	(27(830)79 Tokyo) 37/79
	Add	Wrecks (PA) in	35°59′N 140°53′E
		(PA)	35°48′N 141°00′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 37/79	(38(1150)79 Tokyo) 46/79
	Delete	Depth 107 meters	33°23′N 139°50′E

510	(INT 510)	1Ed. 9/18/76 LAST NM 46/79	(22(1176)80 Taunton) 29/80
	Add	Depth 282 meters	14°37′N 145°36′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 29/80	(6(164)80 Tokyo) 35/80
	Add	Wreck (PA)	36°25′N 140°49′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 35/80	(32(1762)80 Taunton) 39/80
	Delete	Depth 403 meters	33°20′N 140°15′E
	Add	Depth 202 meters	33°19′N 140°11′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 39/80	(Jpn CH 48, 1004B) 46/80
	Substitute	Depths 40 meters for 93 meters	33°52.5′N 138°47.5′E
		111 meters for 129 meters	33°50.0′N 138°40.0′E
		144 meters for 157 meters	31°31.0′N 139°54.0′E
		93 meters for 555 meters	30°17.0′N 139°13.0′E
	Add	Depths 110 meters	33°22.0′N 139°42.0′E
		57 meters	33°00.0′N 139°48.0′E
		73 meters	26°25.0′N 142°00.0′E
		109 meters	25°33.0′N 141°15.0′E
		159 meters	25°34.0′N 141°07.0′E
		18 meters with legend "(Volcano)"	24°17.5′N 141°30.0′E
		30 meters "Rep" with legend "Minami-Hyosi Sea Mt. (Volcano)"	23°30.5′N 141°55.0′E
		128 meters "Rep"	20°39.0′N 144°53.5′E
		320 meters "Rep"	27°42.0′N 140°50.0′E
		78 meters "Rep"	24°26.0′N 141°24.0′E
		190 meters "Rep"	26°19.0′N 141°07.0′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 46/80 (NVS6410/81; 15(493)81 Tokyo) 25/81	
	Delete	Buoy	25°40′N 135°55′E
		R Bn	39°02′N 141°51′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 25/81	(NVS6429/81) 28/81
	Substitute	Depths 92 meters "Rep (1981)" for 982 meters	23°04.6′N 142°19.8′E
		90 meters "Rep (1981)" for 93 meters	32°58.7′N 139°53.7′E
	Add	Depths 131 meters "Rep (1981)"	32°30.0′N 139°33.0′E
		62 meters "Rep (1981)"	27°59.8′N 141°55.8′E
		157 meters "Rep (1981)"	33°29.8′N 140°15.7′E
		121 meters "Rep (1981)"	31°28.7′N 139°58.1′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 28/81	(US CH 511) 31/81
	Delete	Buoy	39°30′N 145°30′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 31/81	(Jpn CH 48) 40/81
	Add	Depth 49 meters "Rep"	32°26′N 140°00′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 40/81	(NVS6540/81) 52/81
	Delete	Depth 457 meters	19°33′N 136°02′E

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510	(Continued)		52/81
	Add	Depth 1624 meters	19°38′N 140°52′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 52/81 (NVS6658/82; 7(403)82 Taunton) 22/82	
	Add	Depths 439 meters	21°40′N 147°17′E
		89 meters	21°48′N 136°38′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 22/82	(NVS6700/82) 30/82
	Delete	Depth 92 meters "Rep (1981)" (See 28/81-510)	23°04.6′N 142°19.8′E
	Add	Depth 370 meters (unexamined) "Rep (1982)"	23°04.7′N 142°19.8′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 30/82 (NVS6774/82; 34(992)82 Tokyo) 42/82	
	Delete	Depth 62 meters "Rep (1981)"	28°00′N 141°56′E
	Add	Light symbol	41°30′N 139°21′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 42/82	(35(885)83 Tokyo) 45/83
	Add	Superbuoy ODAS-J8 Fl Ra Ref	25°40′N 135°56′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 45/83	(37(925)83 Tokyo) 46/83
	Add	Superbuoy "ODAS-J7" Fl Ra Ref	38°30′N 145°30′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 46/83	(NVS7198/84) 11/84
	Delete	Depth 21 meters	17°08′N 143°15′E
	Add	Depth 22 meters	17°09.4′N 143°13.3′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 11/84	(5(295)84 Taunton) 12/84
	Delete	R Bn (AERO)	35°37′N 135°06′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 12/84	(26(853)84 Tokyo) 36/84
	Relocate	Superbuoy "ODAS-J8" close W to and change designation to "ODAS-J3" (See 45/83-510)	25°40′N 135°55′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 36/84	(NVS/C0013/84) 39/84
	Add	Depth 179 meters	41°38′N 140°47′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 39/84	(32(1042)84 Tokyo) 48/84
	Relocate	Superbuoy "ODAS-J7" close N to	38°31′N 145°30′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 48/84	(Jpn CH 1004B) 5/85
	Add	Legend "Discol water"	20°25′N 151°55′E
510	(INT 510)	1Ed. 9/18/76 LAST NM 5/85	(11(283)85 Tokyo) 19/85
	Substitute	Depth 103 meters for 276 meters	26°04′N 140°57′E
	Add	Dashed-line circle "Sub Vol"	26°07′N 141°06′E

510	(INT 510)	1Ed. 9/18/76 LAST NM 19/85	(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2′N 136°26.1′E
★**511**	(INT 511)	2Ed. 2/21/81 NEW EDITION	(DMAHTC) 17/81
	Add	Light symbol (Previously published 11/81)	49°05′N 142°03′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 17/81	(15(493)81 Tokyo) 25/81
	Delete	R Bn	39°02′N 141°51′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 25/81	(22(4240)81 Leningrad) 31/81
	Delete	Buoy	38°31′N 145°30′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 31/81	(NVS6454, 6455/81) 33/81
	Add	Depth 19 meters "Rep (1978)"	37°16′N 131°50′E
		Dotted-line circle "Volcanic activity rep (1978)"	46°06′N 151°30′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 33/81	(34(992)82 Tokyo) 42/82
	Add	Light symbol	41°30′N 139°21′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 42/82	(1(73)83 Taunton) 13/83
	Add	Light symbol	37°15.1′N 131°53.5′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 13/83	(37(925)83 Tokyo) 46/83
	Add	Superbuoy "ODAS-J7" Fl Ra Ref	38°30′N 145°30′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 46/83	(NVS7151/83) 3/84
	Delete	Depth 21 meters	45°51′N 142°57′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 3/84	(NVS/C0013/84) 39/84
	Add	Depth 179 meters	41°38′N 140°47′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 39/84	(32(1042)84 Tokyo) 48/84
	Relocate	Superbuoy "ODAS-J7" close N to	38°31′N 145°30′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 48/84	(NVS7366/84) 51/84
	Add	Legend "Rep (1972) ED" to depth 84 meters	43°31′N 147°05′E
511	(INT 511)	2Ed. 2/21/81 LAST NM 51/84	(5(859)85 Leningrad) 21/85
	Add	Depth 25 meters	46°24′N 141°12′E
★**512**	(INT 512)	1Ed. 3/1/80 NEW CHART	(DMAHTC; 39(1139)78 Tokyo) 18/80
	Add	Depth 5.7 meters	55°48.8′N 162°16.9′E
512	(INT 512)	1Ed. 3/1/80 LAST NM 18/80	(18(998)80 Taunton) 27/80
	Delete	Depth 27 meters	55°13′N 166°41′E
	Substitute	Depth 14.6 meters for 15.8 meters	55°08′N 166°52′E

512	(INT 512) Add	1Ed. 3/1/80 LAST NM 27/80 R Bns	(1(29)81 Taunton) 8/81 57°11′N 156°36′E 56°14′N 162°33′E
		R Bns with legends "Yuzhnaya Glubokaya" "Lavrova"	 60°13′N 166°51′E 60°19′N 167°05′E
		R Bn at light	51°29′N 156°30′E
512	(INT 512) Delete	1Ed. 3/1/80 LAST NM 8/81 Depths 5.7 meters 5.7 meters	(NVS 6800/82) 47/82 55°48.8′N 162°16.9′E 55°49.0′N 162°25.0′E
512	(INT 512) Add	1Ed. 3/1/80 LAST NM 47/82 R Bn	(38(2312)82 Taunton) 6/83 59°09′N 146°03′E
512	(INT 512) Delete	1Ed. 3/1/80 LAST NM 6/83 Dangerous submerged rock	(1(20 para 3)85 Tokyo) 8/85 54°27′N 161°58′E
★**513**	(INT 513)	5Ed. 11/6/82 NEW EDITION	(NOS) 1/83
513	(INT 513) Delete	5Ed. 11/6/82 LAST NM 1/83 Depths 82 meters 86 meters 90 meters 86 meters 73 meters	(NVS6951/83) 25/83 58°08′N 171°05′E 58°35′N 171°09′E 58°58′N 171°15′E 59°22′N 171°25′E 59°37′N 171°30′E
513	(INT 513) Delete	5Ed. 11/6/82 LAST NM 25/83 Light	(31/85 CG17) 35/85 54°00′N 166°23′W
★**513**	(INT 513) Add	5Ed. 11/6/82 LAST NM 35/85 Superbuoy ODAS "46035", yellow, Fl(4) Y 20s	(38/85 CG17) 42/85 56°57.7′N 177°44.0′W
513	(INT 813) Change	5Ed. 11/6/82 LAST NM 42/85 International chart number "INT 513" to INT 813" in margins (2) of chart	(HNNM7637/85) 52/85
★**514**	(INT 514)	4Ed. 4/11/81 NEW EDITION	(NOS) 30/81
514	(INT 514) Add	4Ed. 4/11/81 LAST NM 30/81 Legend "(PA) (ED)" to dangerous submerged rock	(NVS6477/81) 36/81 65°42′N 169°01′W
514	(INT 514) Delete	4Ed. 4/11/81 LAST NM 36/81 Danger circle and legend "(NOAA) Subm buoy (20m rep)"	(CL904/82) 49/82 58°37′N 168°14′W

514	(INT 514) Delete	4Ed. 4/11/81 LAST NM 49/82 Depths 86 meters 90 meters 86 meters 73 meters	(NVS6951/83) 25/83 58°35′N 171°09′E 58°58′N 171°15′E 59°22′N 171°25′E 59°37′N 171°30′E
514	(INT 514) Delete	4Ed. 4/11/81 LAST NM 25/83 R Bns	(NVS7205/84) 12/84 66°35′N 171°09′W 66°57′N 171°55′W 67°06′N 173°37′W 67°29′N 174°38′W 67°51′N 175°54′W
	Add	Note "NOTE Radio navigational aids on the Russian Arctic coast and adjacent islands north of the Arctic Circle, from Novaya Zemlya east to the Bering Strait, have been omitted due to the lack of reliable information."	63°00′N 170°00′E
514	(INT 814) Change	4Ed. 4/11/81 LAST NM 12/84 International chart number "INT 514" to "INT 814" in margins (2) of chart Legend "JOINS CHART INT 500" to "JOINS CHART INT 810" in lower right corner of chart Legend (2) "JOINS CHART INT 513" to "JOINS CHART INT 813" in lower margin of chart	(HNNM7637/85) 52/85
★**520**	127Ed. 8/28/81	NEW EDITION	(DMAHTC) 41/81
520	127Ed. 8/28/81 Delete	LAST NM 41/81 Depth 8¾ fathoms "Rep (1975)"	(NVS6842/83) 5/83 16°30.6′N 116°50.0′W
520	127Ed. 8/28/81 Add	LAST NM 5/83 Depths 320 fathoms 692 fathoms	(NVS6883/83) 43/83 30°27′N 122°45′W 30°37′N 123°14′W
520	127Ed. 8/28/81 Add	LAST NM 43/83 Depth 92 fathoms	(NVS7208/84) 12/84 54°39′N 150°26′W
★**520**	127Ed. 8/22/81 Add	LAST NM 12/84 Depths 121 fathoms "Rep (1976)" (PA) 94 fathoms "Rep (1976)" (PA)	(NVS7272/84) 26/84 52°09′N 131°34′W 57°44′N 149°58′W

520	127Ed. 8/22/81	LAST NM 26/84	(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4′N 157°49.8′W
		"51003"	19°11.0′N 160°49.2′W
		"51004"	17°31.9′N 152°37.1′W
520	127Ed. 8/22/81	LAST NM 52/84	(NVS7391/85) 19/85
	Add	Depth 120 fathoms "Rep (1984)"	9°29′N 160°58′W
520	127Ed. 8/22/81	LAST NM 19/85	(HNNM7457/85) 40/85
	Add	Purple dashed line	
		(recommended route) joining	35°00.0′N 123°00.0′W
			59°15.0′N 144°03.0′W
			59°58.3′N 145°30.6′W
			60°13.0′N 146°39.8′W
		joining	60°12.2′N 146°41.0′W
			59°56.0′N 145°40.0′W
			59°15.0′N 144°25.0′W
			35°00.0′N 123°23.0′W
		between	37°57.3′N 123°03.2′W
			39°53.0′N 126°31.5′W
		between	40°06.0′N 127°05.0′W
			37°54.6′N 123°05.3′W
		joining	48°31.6′N 124°59.0′W
			48°50.0′N 129°10.0′W
			59°15.0′N 144°03.5′W
		joining	59°15.0′N 144°25.0′W
			48°30.0′N 130°00.0′W
			48°28.0′N 124°59.0′W
		Purple open-outlined dashed arrows indicating flow of traffic oriented	
		330.1°	38°00.0′N 125°00.0′W
		330.1°	50°00.0′N 134°30.0′W
		150.1°	49°30.0′N 135°00.0′W
		150.1°	37°00.0′N 125°00.0′W
		276.3°	48°55.0′N 127°40.0′W
		090.6°	48°15.0′N 127°10.0′W
		320.2°	53°30.0′N 135°00.0′W
		141.9°	52°20.0′N 135°00.0′W
		305.0°	39°20.0′N 125°00.0′W
		125.2°	38°45.0′N 125°00.0′W
		Note	
		"NOTE A	
		US Trans-Alaskan Pipeline System (TAPS) routes are recommended for	

(continued on next page)

520	(Continued)		40/85
	Add	routing of tank vessels between the Port of Valdez, AK and US west coast ports. These are not IMO adopted recommended routes."	54°20.0′N 120°00.0′W
		Legends "See Note A"	45°00.0′N 130°40.0′W 52°40.2′N 135°00.0′W
★521	11Ed. 7/18/81	NEW EDITION	(DMAHTC) 37/81
	Add	Dashed-line circle "Volcanic activity rep (1978)"	46°06′N 151°30′E
		(Previously published 33/81)	
	Add	Depths 6 fathoms "Rep (1978)"	35°35′N 171°17′E
		7 fathoms "Rep (1978)"	7°07′N 172°45′E
		(Previously published 34/81)	
521	11Ed. 7/18/81	LAST NM 37/81	(NVS6528/81) 47/81
	Delete	Depth 768 fathoms	40°45′N 170°13′E
521	11Ed. 7/18/81	LAST NM 47/81	(NVS4095/79) 8/82
	Delete	Depth 100 fathoms "Rep (1979)" (PA)	19°20′N 173°28′E
521	11Ed. 7/18/81	LAST NM 8/82	(CL871/82) 37/82
	Add	Depth 4¾ fathoms "Rep(1982)" (PA)	59°50′N 166°54′W
521	11Ed. 7/18/81	LAST NM 37/82	(NVS6798/82) 46/82
	Add	Depth 294 fathoms	36°46.0′N 171°22.0′E
		Legend "ED" to depth 216 fathoms	33°30.0′N 165°20.0′E
521	11Ed. 7/18/81	LAST NM 46/82	(NVS6825/82) 1/83
	Delete	Depth 145 fathoms "PA (rep 1965)"	31°06′N 175°55′E
	Add	Legend "Rep (1965)" to 130-fathom depth	30°58′N 175°55′E
521	11Ed. 7/18/81	LAST NM 1/83	(USSR CH 1087) 6/83
	Add	Depth 7 fathoms "Rep (1964)"	55°35′N 165°01′E
521	11Ed. 7/18/81	LAST NM 6/83	(NVS6951/83) 25/83
	Delete	Depths 45 fathoms	58°09′N 171°05′E
		47 fathoms	58°34′N 171°09′E
		50 fathoms	58°56′N 171°15′E
		47 fathoms	59°23′N 171°27′E
		41 fathoms	59°39′N 171°38′E
521	11Ed. 7/18/81	LAST NM 25/83	(NVS7020/83) 37/83
	Delete	Depth 100 fathoms	54°42′N 162°40′E
521	11Ed. 7/18/81	LAST NM 37/83	(NVS7268/84) 24/84
	Delete	Depth 12 fathoms	23°13′N 162°18′E

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521	(Continued)		24/84
	Delete	Danger circles and legends	
		"Reef (PA-rep 1952)"	22°56′N 162°21′E
		"Reef (PA-rep 1952) Uncov"	22°47′N 162°29′E
521	11Ed. 7/18/81	LAST NM 24/84	(Jpn 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25′N 152°12′E
521	11Ed. 7/18/81	LAST NM 5/85	(NVS7424/85) 16/85
	Add	Depths 84 fathoms	28°19.6′N 178°24.2′W
		141 fathoms	29°48.1′N 179°04.8′E
521	11Ed. 7/18/81	LAST NM 16/85	(NVS7391/85) 19/85
	Add	Depth 120 fathoms "Rep (1984)"	9°29′N 160°58′W
521	11Ed. 7/18/81	LAST NM 19/85	(HNNM7495/85) 29/85
	Add	Depth 42 fathoms	48°18′N 154°30′E
★**522**	85Ed. 2/11/84	NEW EDITION	(DMAHTC) 15/84
	Delete	Depth 10 fathoms "Rep (1968)" (Previously published 10/84)	26°08′N 128°10′E
		Legend "Rep (1967)" from depth 12 fathoms (Previously published 11/84)	17°09′N 143°15′E
522	85Ed. 2/11/84	LAST NM 15/84	(NVS7306/84) 35/84
	Add	Depth 250 fathoms "Rep (1984)"	15°08′N 117°06′E
522	85Ed. 2/11/84	LAST NM 35/84	(26(844)84 Tokyo) 36/84
	Add	Dangerous submerged rock (ED)	27°47′N 125°14′E
522	85Ed. 2/11/84	LAST NM 36/84	(NVS/C0013/84) 39/84
	Add	Depth 98 fathoms	41°38′N 140°47′E
522	85Ed. 2/11/84	LAST NM 39/84	(BA CH 1760) 49/84
	Substitute	Depth 15 fathoms Wk (PA) for 8¼ fathoms Wk (PA)	23°51′N 119°00′E
522	85Ed. 2/11/84	LAST NM 49/84	(38(1214), 40(1265)84 Tokyo) 50/84
	Delete	Depths 12 fathoms "Rep (1961)"	25°38′N 127°36′E
		8 fathoms	35°24′N 131°09′E
		5½ fathoms	35°25′N 131°30′E
522	85Ed. 2/11/84	LAST NM 50/84	(NVS7366/84) 51/84
	Add	Legend "ED" to depth 46 fathoms "Rep (1972)"	43°31′N 147°05′E
522	85Ed. 2/11/84	LAST NM 51/84	(48(1501)84 Tokyo) 3/85
	Delete	Dangerous submerged rock (ED) (Supersedes 36/84-522)	27°47′N 125°14′E
522	85Ed. 2/11/84	LAST NM 3/85	(NVS7381/85) 4/85
	Delete	Depth 7 fathoms	21°20.0′N 120°55.0′E

522	85Ed. 2/11/84	LAST NM 4/85	(7(175)85 Tokyo) 12/85
	Add	Danger circle "Obstr Rep (1985)"	5°17′N 107°58′E
522	85Ed. 2/11/84	LAST NM 12/85	(NVS7410/85) 13/85
	Add	Depth 25 fathoms "Rep (1985)" (PA)	5°47′N 107°29′E
522	85Ed. 2/11/84	LAST NM 13/85	(NVS7436/85) 18/85
	Add	Buoy Mo(U) 16s with legend "(5 buoys)"	27°06′N 129°23′E
522	85Ed. 2/11/84	LAST NM 18/85	(11(283)85 Tokyo) 19/85
	Add	Depth 56 fathoms	26°04′N 140°57′E
		Dashed-line circle "Sub Vol"	26°07′N 141°06′E
522	85Ed. 2/11/84	LAST NM 19/85	(HNNM7471/85) 25/85
	Substitute	Depth 41 fathoms "Rep (1985)" for 53 fathoms "Rep 1965)"	27°50′N 128°02′E
522	85Ed. 2/11/84	LAST NM 25/85	(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2′N 136°26.1′E
522	85Ed. 2/11/84	LAST NM 27/85	(20(1347)85 Taunton) 31/85
	Add	Depth 8½ fathoms "Rep (1985)"	23°14.2′N 118°12.0′E
522	85Ed. 2/11/84	LAST NM 31/85	(HNNM7518/85; 27(825)85 Tokyo) 33/85
	Delete	Depths 24 fathoms "Rep (1945)"	27°11′N 126°08′E
		10 fathoms "Rep (1946)"	25°35′N 126°13′E
	Add	Depth 47 fathoms "Rep (1985)"	28°51′N 125°16′E
522	85Ed. 2/11/84	LAST NM 33/85	(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms	8°49′N 108°26′E
		18 fathoms	8°47′N 108°18′E
		15 fathoms	8°39′N 108°05′E
		17 fathoms	8°35′N 108°13′E
		14 fathoms	8°29′N 107°50′E
		9¾ fathoms	8°20′N 106°35′E
		16 fathoms	8°14′N 107°49′E
522	85Ed. 2/11/84	LAST NM 36/85	(HNNM7522/85) 37/85
	Add	Depth 258 fathoms "Rep (1985)" (PA)	28°33.7′N 128°11.5′E
522	85Ed. 2/11/84	LAST NM 37/85	(Jpn CH 159; 38(1161)85 Tokyo) 45/85
	Add	Superbuoy "ODAS", red and yellow, Fl Ra Ref	37°45′N 134°23′E
522	85Ed. 2/11/84	LAST NM 45/85	(39(1199)85 Tokyo; Jpn CH 1004A) 47/85
	Add	Superbuoy "ODAS" Fl Ra Ref	25°40′N 135°55′E
522	85Ed. 2/11/84	LAST NM 47/85	(HNNM7654/85; 43(2865)85 Taunton) 2/86
	Substitute	Depth 18 fathoms (PA) for 25 fathoms "Rep (1985)" (PA)	5°47′N 107°30′E
		(See 13/85-522)	

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522	(Continued)		2/86
	Add	Depth 14 fathoms "Rep (1985)"	0°41′N 108°17′E
★523	6Ed. 4/14/84	NEW EDITION	(DMAHTC; NVS5004/79, 7268/84) 24/84
	Add	Suberbuoy "ODAS-J7" Fl Ra Ref (Previously published 22/84)	38°30′N 145°30′E
	Delete	Depth 12 fathoms	23°13.0′N 162°22.0′E
		Danger circles and legends "Reef (PA-rep 1952)" "Reef (PA-rep 1952) (uncov)"	 22°50.0′N 162°21.0′E 22°40.0′N 162°30.0′E
		Dotted line circle "Seamount Rep (1979) (PA)"	 20°51.5′N 165°39.0′E
	Add	Depth 2651 fathoms	20°55.7′N 165°43.9′E
523	6Ed. 4/14/84	LAST NM 24/84	(DMAHTC; 26(853)84 Tokyo) 36/84
	Delete	Buoy	38°30′N 145°30′E
	Add	Dangerous submerged rock (ED)	27°47′N 125°14′E
523	6Ed. 4/14/84	LAST NM 36/84	(NVS/C0013/84) 39/84
	Add	Depth 98 fathoms	41°38′N 140°47′E
523	6Ed. 4/14/84	LAST NM 39/84	(BA CH 1760) 49/84
	Substitute	Depth 15 fathoms Wk (PA) for 8¼ fathoms Wk (PA)	 23°51′N 119°00′E
523	6Ed. 4/14/84	LAST NM 49/84	(38(1214), 40(1265)84 Tokyo) 50/84
	Delete	Depths 12 fathoms "Rep (1961)"	25°45′N 127°29′E
		8 fathoms	35°22′N 131°07′E
		5½ fathoms	35°22′N 131°23′E
523	6Ed. 4/14/84	LAST NM 50/84	(NVS7366/84) 51/84
	Add	Legend "ED" to depth 46 fathoms "Rep (1972)"	 43°31′N 147°05′E
523	6Ed. 4/14/84	LAST NM 51/84	(48(1501)84 Tokyo) 3/85
	Delete	Dangerous submerged rock (ED) (See 36/84-523)	27°47′N 125°14′E
523	6Ed. 4/14/84	LAST NM 3/85	(NVS7381/85) 4/85
	Delete	Depth 7 fathoms	21°15.0′N 120°52.0′E
523	6Ed. 4/14/84	LAST NM 4/85	(Jpn CH 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25′N 152°12′E
		Depth 16 fathoms	23°30′N 141°55′E

523	6Ed. 4/14/84	LAST NM 5/85	(NVS7424/85) 16/85
	Add	Depths 84 fathoms	28°20′N 178°24′W
		141 fathoms	29°48′N 179°05′E
523	6Ed. 4/14/84	LAST NM 16/85	(NVS7436/85) 18/85
	Add	Buoy Mo(U) 16s with legend "(5 buoys)"	27°06′N 129°23′E
523	6Ed. 4/14/84	LAST NM 18/85	(11(283)85 Tokyo) 19/85
	Substitute	Depth 56 fathoms for 76 fathoms	26°04′N 140°57′E
	Add	Dashed-line circle "Sub Vol"	26°07′N 141°06′E
523	6Ed. 4/14/84	LAST NM 19/85	(HNNM7471/85) 25/85
	Substitute	Depth 41 fathoms "Rep (1985)" for 53 fathoms "Rep (1965)"	27°50′N 128°02′E
523	6Ed. 4/14/84	LAST NM 25/85	(HNNM7495/85) 29/85
	Add	Depth 42 fathoms	48°18′N 154°30′E
523	6Ed. 4/14/84	LAST NM 29/85	(32(1042)84, 24(712)85 Tokyo) 31/85
	Add	Superbuoy "ODAS" Fl Ra Ref	38°31′N 145°30′E
523	6Ed. 4/14/84	LAST NM 31/85	(HNNM7518/85; 27 (825)85 Tokyo) 33/85
	Delete	Depths 24 fathoms	27°11′N 126°09′E
		10 fathoms	25°35′N 126°13′E
	Add	Depth 47 fathoms "Rep (1985)"	28°51′N 125°16′E
523	6Ed. 4/14/84	LAST NM 33/85	(HNNM7589/85) 41/85
	Change	Legend to "10°W (3′W)"	57°00′N 150°21′E
523	6Ed. 4/14/84	LAST NM 41/85	(Jpn CH 159; 38(1164)85 Tokyo) 45/85
	Add	Superbuoy "ODAS", red and yellow, Fl Ra Ref	37°45′N 134°23′E
523	6Ed. 4/14/84	LAST NM 45/85	(Twn CH 3[illegible]; 39(1199)85 Tokyo; Jpn CH 1004A) 50/85
	Change	Legend "AERO R Bn" to "R Bn"	24°05′N 121°00′E
	Add	Superbuoy "ODAS", Fl Ra Ref	25°40′N 135°55′E
523	6Ed. 4/14/84	LAST NM 50/85	(46(3071)85 Taunton) 8/86
	Add	Depth 52 fathoms "Rep (1985)" (PA)	25°31′N 121°48.8′E
524	10Ed. 8/18/84	NEW EDITION	(DMAHTC) 45/84
	Add	Depth 250 fathoms "Rep (1984)" (Previously published 35/84)	15°08′N 117°06′E
	Add	Dangerous submerged rock (ED) (Previously published 36/84)	27°47′N 125°14′E
	Add	Depth 13 fathoms (Previousy published 39/84)	5°32′S 116°10′E

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★524	(Continued)		45/84
	Add	Depth 5½ fathoms (Previously published 44/84)	10°18′S 141°06′E
524	10Ed. 8/18/84	LAST NM 45/84	(BA CH 1760) 49/84
	Add	Depth 15 fathoms Wk (PA)	23°51′N 119°00′E
524	10Ed. 8/18/84	LAST NM 49/84	(38(1214)84 Tokyo) 50/84
	Delete	Depth 12 fathoms "Rep (1961)"	25°41′N 127°35′E
524	10Ed. 8/18/84	LAST NM 50/84	(48(1501)84 Tokyo) 3/85
	Delete	Dangerous submerged rock (ED) (See 45/84-524)	27°47′N 125°14′E
524	10Ed. 8/18/84	LAST NM 3/85	(Jpn CH 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25′N 152°12′E
524	10Ed. 8/18/84	LAST NM 5/85	(47(787)84 Sydney) 11/85
	Delete	Depth 8¾ fathoms "Rep (1973)"	13°11′S 96°06′E
	Add	Depth 10 fathoms with legend "Muirfield Seamount"	13°10′S 96°11′E
524	10Ed. 8/18/84	LAST NM 11/85	(7(175)85 Tokyo) 12/85
	Add	Danger circle "Obstr Rep (1985)"	5°17′N 107°58′E
524	10Ed. 8/18/84	LAST NM 12/85	(NVS7410/85) 13/85
	Add	Depth 25 fathoms "Rep (1985)" (PA)	5°47′N 107°29′E
524	10Ed. 8/18/84	LAST NM 13/85	(FLIP) 17/85
	Add	R Bn (AERO)	10°25′S 105°43′E
524	10Ed. 8/18/84	LAST NM 17/85	(NVS7436/85) 18/85
	Add	Buoy Mo(U) 16s with legend "(5 buoys)"	27°06′N 129°23′E
524	10Ed. 8/18/84	LAST NM 18/85	(11(283)85 Tokyo) 19/85
	Substitute	Depth 56 fathoms for 76 fathoms	26°04′N 140°57′E
	Add	Dashed-line circle "Sub Vol"	26°07′N 141°06′E
524	10Ed. 8/18/84	LAST NM 19/85	(HNNM7471/85) 25/85
	Delete	Depth 513 fathoms "Rep (1965)"	27°54′N 128°02′E
	Add	Depth 41 fathoms "Rep (1985)"	27°50′N 128°02′E
524	10Ed. 8/18/84	LAST NM 25/85	(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2′N 136°26.1′E
524	10Ed. 8/18/84	LAST NM 27/85	(27(825)85 Tokyo) 33/85
	Delete	Depths 10 fathoms	25°35′N 126°13′E
		24 fathoms "Rep (1916)"	27°11′N 126°08′E

524	10Ed. 8/18/84	LAST NM 33/85		(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms		8°49′N 108°26′E
		18 fathoms		8°47′N 108°18′E
		15 fathoms		8°39′N 108°05′E
		17 fathoms		8°35′N 108°13′E
		14 fathoms		8°29′N 107°50′E
		13 fathoms		8°21′N 107°35′E
		16 fathoms		8°14′N 107°49′E
		11 fathoms		9°25′N 108°22′E
		9¾ fathoms		8°20′N 106°35′E
524	10Ed. 8/18/84	LAST NM 36/85		(HNNM7559/85) 38/85
	Delete	Depth 330 fathoms		4°51′S 118°24′E
	Add	Depths 278 fathoms		4°51′S 118°25′E
		13 fathoms "Rep (1984)" (PA)		0°05′N 106°20′E
		20 fathoms "Rep (1984)" (PA)		0°51′S 107°26′E
		310 fathoms "Rep (1984)" (PA)		9°02′S 115°52′E
524	10Ed. 8/18/84	LAST NM 38/85		(Twn CH 351; 39(1199)85 Tokyo; Jpn CH 1004A) 50/85
	Change	Legend "AERO R Bn" to "R Bn"		24°05′N 122°10′E
	Add	Superbuoy, "ODAS", Fl Ra Ref		25°40′N 135°55′E
524	10Ed. 8/18/84	LAST NM 50/85		(43(2865)85 Taunton) 2/86
	Add	Depth 14 fathoms "Rep (1985)"		0°41′N 108°17′E
524	10Ed. 8/18/84	LAST NM 2/86		(HNNM7680, 7682/86) 7/86
	Add	Depths 380 fathoms		1°22.2′S 144°43.0′E
		295 fathoms (PA)		2°08.0′S 145°05.5′E
		19 fathoms (PA)		0°13.5′S 106°07.8′E
		17 fathoms (PA)		0°19.1′S 106°18.1′E
		16 fathoms		0°25.0′S 106°28.9′E
		19 fathoms (PA)		0°44.0′S 107°05.5′E
		20 fathoms (PA)		0°48.0′S 107°15.1′E
★525	3Ed. 2/5/83	NEW EDITION		(DMAHTC; US RA; NVS6905/83) 17/83
	Delete	R Bns (AERO)		1°20′N 172°55′E
				11°20′N 162°23′E
				13°33′N 144°52′E
		Legends "LORAN STATION"		8°43′N 167°45′E
				19°19′N 166°33′E
				6°55′N 134°08′E
				13°22′N 144°44′E
				15°09′N 145°43′E
				24°45′N 141°16′E
		Light flare symbols		13°22′N 144°42′E
				13°32′N 144°50′E

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★525	(Continued)		17/83
	Delete	Position dots	13°27′N 144°40′E
			13°37′N 144°54′E
		Random marks	8°10′N 145°18′E
			13°17′N 144°53′E
525	3Ed. 2/5/83	LAST NM 17/83	(NVS7038/83) 41/83
	Substitute	Depth 10 fathoms for 43 fathoms "Rep (1969)"	24°22′N 141°26′E
★525	3Ed. 2/5/83	LAST NM 41/83	(NVS7086/83) 45/83
	Relocate	Tobi Island close W to	3°00.4′N 131°07.4′E
525	3Ed. 2/5/83	LAST NM 45/83	(NVS7198/84) 11/84
	Delete	Legend "Rep (1967)" from depth 12 fathoms	17°08′N 143°15′E
★525	3Ed. 2/5/83	LAST NM 11/84	(NVS7268/84) 24/84
	Delete	Depth 12 fathoms	23°13′N 162°18′E
		Danger circles and legends "Reef (PA-rep 1952)"	22°56′N 162°21′E
		"Reef (PA-rep 1952) Uncov"	22°47′N 162°29′E
525	3Ed. 2/5/83	LAST NM 24/84	(Jpn CH 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25′N 152°12′E
		Depth 16 fathoms	23°30′N 141°55′E
525	3Ed. 2/5/83	LAST NM 5/85	(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2′N 136°26.1′E
★526	8Ed. 1/15/83	NEW EDITION	(DMAHTC; BA CH 783, 1042) 10/83
	Add	Depth 22 fathoms "Rep (1982)" (Previously published 8/83)	13°11.5′S 173°35.0′E
	Add	Depths 180 fathoms	25°10.0′S 130°05.0′W
		1¾ fathoms "Rep (1981)"	15°56.6′S 149°18.0′E
		8 fathoms "Rep (1981)"	18°30.0′S 147°49.5′E
		20 fathoms "Rep (1981)"	16°31.0′S 147°09.8′E
		5½ fathoms "Rep (1981)"	16°48.0′S 150°09.8′E
526	8Ed. 1/15/83	LAST NM 10/83	(44(43)82 Brest, 10(72)83 Auckland) 17/83
	Delete	Submerged rock "Darling Rf (PD)"	20°21′S 162°20′E
	Substitute	Depths 19 fathoms for 26 fathoms "Rep (1965)" (PA)	21°20′S 175°40′W
		49 fathoms for 98 fathoms	21°06′S 175°42′W
	Add	Depth 46 fathoms	21°15′S 175°42′W

526	8Ed. 1/15/83	LAST NM 17/83	(27(1763)83 Taunton; US RA; DMAHTC) 36/83
	Change	Legends to "Nauru I"	0°31′S 166°19′E
		"Shoal (rep 1895) (ED)"	0°26′S 167°26′E
	Add	R Bn (AERO)	0°31′S 166°56′E
★526	8Ed. 1/15/83	LAST NM 36/83	(NVS7097/83) 48/83
	Delete	Depth 16 fathoms "Rep (1965)"	21°44′S 175°10′W
526	8Ed. 1/15/83	LAST NM 48/83	(10(697), 41(2652)83 Taunton; 39(624)83 Sydney) 50/83
	Substitute	Depths 10 fathoms "Rep (1983)" for 18 fathoms	18°17.0′S 179°51.0′E
		5 fathoms "Rep (1983)" for 32 fathoms (PA)	25°09.3′S 159°45.4′E
	Add	Danger circle "Breakers (rep 1983)"	3°53′S 174°03′E
526	8Ed. 1/15/83	LAST NM 50/83	(2(53)84 Brest) 12/84
	Delete	Depth 57 fathoms "Constantine Bk"	20°30′S 171°20′E
526	8Ed. 1/15/83	LAST NM 12/84	(NVS7268/84) 24/84
	Delete	Depth 12 fathoms	23°13′N 162°22′E
		Danger circles and legends	
		"Reef (PA rep 1952)"	22°50′N 162°21′E
		"Reef (PA rep 1952) (uncov)"	22°40′N 162°29′E
526	8Ed. 1/15/83	LAST NM 24/84	(NVS7271/84) 25/84
	Add	Depth 252 fathoms "Rep (1984)"	1°55.8′S 142°25.4′E
526	8Ed. 1/15/83	LAST NM 25/84	(BA RA) 31/84
	Add	R Bn (AERO)	18°14′S 178°10′E
526	8Ed. 1/15/83	LAST NM 31/84	(BA CH 780, 781) 44/84
	Add	Depths 5½ fathoms	10°15′S 140°50′E
		43 fathoms "Rep (1969)"	24°25′N 141°22′E
526	8Ed. 1/15/83	LAST NM 44/84	(7(34)84 Brest) 48/84
	Substitute	Depth 5 fathoms for dangerous submerged rock	18°15′S 168°26′W
		Note: Legend "Antiope Rf (breaks)" remains	
526	8Ed. 1/15/83	LAST NM 48/84	(40(613)84 Sydney) 51/84
	Add	Depth 188 fathoms "Rep (1984)"	24°27′S 155°16′E
526	8Ed. 1/15/83	LAST NM 51/84	(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4′N 157°49.8′W
		"51003"	19°11.0′N 160°49.2′W
		"51004"	17°31.9′N 152°37.1′W

526	8Ed. 1/15/83	LAST NM 52/84		(NVS7372/84; BA RA) 2/85
	Delete	R Bn (AERO)		18°14′S 178°10′E
		(Supersedes 31/84-526)		
	Add	Depth 182 fathoms		14°29′S 149°57′W
526	8Ed. 1/15/83	LAST NM 2/85		(Jpn CH 1004B) 5/85
	Add	Dashed-line circle "Discol water"		20°25′N 152°12′E
		Depth 16 fathoms		23°30′N 141°55′E
★526	8Ed. 1/15/83	LAST NM 5/85		(NVS7384/85) 6/85
	Add	Danger circle "Breakers Rep (1980)"		6°33.8′N 177°33.0′E
526	8Ed. 1/15/83	LAST NM 6/85		(39(2549)84 Taunton) 10/85
	Add	Depth 54 fathoms		18°21′S 174°13′W
526	8Ed. 1/15/83	LAST NM 10/85		(39(2548, 2549)84 Taunton) 11/85
	Add	Depths 47 fathoms		20°33′S 178°39′W
		45 fathoms		22°22′S 175°51′W
526	8Ed. 1/15/83	LAST NM 11/85		(NVS7424/85) 16/85
	Add	Depth 84 fathoms		28°20′N 178°24′W
526*	8Ed. 1/15/83	LAST NM 16/85		(7(55)85 Brest) 18/85
	Delete	Depth 1¼ fathoms		20°47′S 166°15′E
526	8Ed. 1/15/83	LAST NM 18/85	(11(283)85 Tokyo; NVS7391/85) 19/85	
	Substitute	Depth 56 fathoms for 76 fathoms		26°04′N 140°57′E
	Add	Dashed-line circle "Sub Vol"		26°07′N 141°06′E
		Depth 120 fathoms "Rep (1984)"		9°29′N 160°58′W
526	8Ed. 1/15/83	LAST NM 19/85		(NVS7453/83) 21/85
	Delete	Danger circle and legend		
		"Discol'd water (rep 1944)"		17°26′S 171°28′E
	Add	Legend "(ED)" to		
		depth 46 fathoms "Rep (1962)"		21°02′S 170°01′E
526	8Ed. 1/15/83	LAST NM 21/85		(12(161)85 Sydney) 22/85
	Delete	Danger circle and legend		
		"Discol'd water (rep 1943)"		18°08′S 160°33′E
526	8Ed. 1/15/83	LAST NM 22/85		(5(62)85 Brest) 24/85
	Add	Depth 16 fathoms		24°10′S 159°21′E
526	8Ed. 1/15/83	LAST NM 24/85		(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend		
		"Sub vol (rep 1983)"		17°57.2′N 136°26.1′E
526	8Ed. 1/15/83	LAST NM 27/85	(39(1199)85 Tokyo; Jpn CH 1004A) 47/85	
	Add	Superbuoy "ODAS" Fl Ra Ref		25°40′N 135°55′E

526	8Ed. 1/15/83	LAST NM 47/85		(BA CH 4602) 49/85
	Substitute	Depth 38 fathoms for 53 fathoms "Rep 1981"		20°59′S 170°17′E
	Add	Depths 31 fathoms		18°29′S 168°34′E
		121 fathoms		18°09′S 168°48′E
		197 fathoms		19°43′S 170°35′E
526	8Ed. 1/15/83	LAST NM 49/85		(40(2760)85 Taunton) 50/85
	Delete	Depth 315 fathoms		17°00′S 177°41′W
	Add	Depth 19 fathoms "Rep (1985)"		17°01′S 177°42′W
526	8Ed. 1/15/83	LAST NM 50/85		(HNNM7671/86) 6/86
	Delete	Depth 300 fathoms		11°52.0′S 173°04.0′W
	Substitute	Depths 448 fathoms for 18 fathoms		12°18.0′S 173°50.0′W
		172 fathoms for 390 fathoms		14°28.0′S 171°17.0′W
★526	8Ed. 1/15/83	LAST NM 6/86		(HNNM7682/86) 7/86
	Add	Depths 380 fathoms		1°22′S 144°43′E
		295 fathoms (PA)		2°08′S 145°05′E
		154 fathoms (PA)		6°47′S 148°00′E
★530	22Ed. 8/18/84	NEW EDITION		(NOS) 51/84
	Delete	Light (Previously published 39/84)		56°30′N 156°59′W
	Change	Visibility (range) of lights to 21M		32°25′N 117°15′W
		25M (Previously published 43/84)		32°22′N 117°14′W
530	22Ed. 8/18/84	LAST NM 51/84		(46/84 CG14) 52/84
	Add	Superbuoy ODAS, "51003" yellow, Fl(4) Y 20s		19°11.0′N 160°49.2′W
530	22Ed. 8/18/84	LAST NM 52/84		(47/84 CG13; 50/84 CG17) 3/85
	Relocate	Buoy "46003" close W to		51°51′N 155°55′W
	Change	Buoy "46002" to superbuoy ODAS, yellow, Fl(4) Y 20s		42°30′N 130°18′W
530	22Ed. 8/18/84	LAST NM 3/85		(5/85 CG13) 10/85
	Relocate	Superbuoy ODAS "46002" close SE to (See 3/85-530)		42°27.5′N 130°16.0′W
★530	22Ed. 8/18/84	LAST NM 10/85		(NVS7424/85) 16/85
	Add	Depths 84 fathoms		28°19.6′N 178°24.2′W
		141 fathoms		29°48.1′N 179°04.8′E

530 22Ed. 8/18/84 LAST NM 16/85 (HNNM7457/85) 34/85

Add	Purple dashed lines (recommended route) joining	35°00.0′N 123°00.0′W
		59°15.0′N 144°03.5′W
		59°58.3′N 145°30.6′W
	joining	59°56.0′N 145°40.0′W
		59°15.0′N 144°25.0′W
		35°00.0′N 123°23.0′W
	between	37°57.3′N 123°03.2′W
		39°53.0′N 126°31.5′W
	between	40°06.0′N 127°05.0′W
		37°54.6′N 123°05.3′W
	joining	48°31.6′N 124°59.0′W
		48°50.0′N 129°10.0′W
		59°15.0′N 144°03.5′W
	joining	59°15.0′N 144°25.0′W
		48°30.0′N 130°00.0′W
		48°28.0′N 124°59.0′W
Note "NOTE F US Trans-Alaskan Pipeline System (TAPs) routes are recoomended for safe routing of tank vessels between the port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes."		56°15.0′N 118°30.0′W
Legends "See Note F"		56°35.0′N 141°15.0′W
		43°00.0′N 129°02.5′W
		55°45.0′N 139°00.0′W
Purple open-outlined arrows indicating flow of traffic oriented	330°	35°45.0′N 123°15.0′W
	330°	47°25.0′N 132°15.0′W
	330°	54°55.0′N 139°15.0′W
	314.5°	59°25.0′N 144°20.0′W
	137.2°	59°17.5′N 144°45.0′W
	150.1°	54°22.0′N 139°32.0′W
	150.1°	47°00.0′N 132°45.0′W
	150.1°	35°15.0′N 123°45.0′W
	305.5°	39°38.2′N 125°45.0′W
	125.2°	39°02.8′N 125°38.2′W
	276.3°	48°47.5′N 128°00.0′W
	320.2°	52°45.0′N 134°00.0′W
	141.9°	52°30.0′N 135°00.0′W
	090.6°	48°25.0′N 128°00.0′W

530	22Ed. 8/18/84	LAST NM 34/85	(38/85 CG17) 42/85
	Add	Superbuoy ODAS "46035" yellow, Fl(4) Y 20s	56°57.7′N 177°44.0′W
530	22Ed. 8/18/84	LAST NM 42/85	(49/85 CG14) 52/85
	Add	Superbuoy ODAS, "51005", yellow, Fl(4) Y 20s	20°21′N 156°04′W
★531	15Ed. 8/11/84	NEW EDITION	(NOS) 48/84
	Delete	Light (Previously published 39/84)	56°32′N 156°59′W
★531	15Ed. 8/11/84	LAST NM 48/84	(50/84 CG17) 3/85
	Relocate	Buoy "46003" (51°51.0′N 155°42.0′W) to	51°51.0′N 155°55.0′W
531	15Ed. 8/11/84	LAST NM 3/85	(13/85 CG17) 17/85
	Delete	R Bn (AERO) from light	59°28′N 146°18′W
531	15Ed. 8/11/84	LAST NM 17/85	(NVS7457/85) 27/85
	Delete	Recommended track and legend "RECOMMENDED TRACK (see note D)" between	60°16.0′N 146°46.0′W 59°59.0′N 145°41.0′W
		Note D "This route...Elias."	61°06.0′N 145°00.0′W
531	15Ed. 8/11/84	LAST NM 27/85	(HNNM7457/85) 1/86
	Add	Purple dashed lines (recommended route) joining	48°31.6′N 124°59.0′W 48°50.0′N 129°10.0′W 59°15.0′N 144°03.5′W 59°58.3′N 145°30.6′W 60°13.0′N 146°39.8′W
		joining	60°12.2′N 146°41.0′W 59°56.0′N 145°40.0′W 59°15.0′N 144°25.0′W 48°30.0′N 130°00.0′W 48°28.0′N 124°59.0′W
		between	47°10.0′N 132°22.0′W 59°15.0′N 144°03.5′W
		between	59°15.0′N 144°25.0′W 47°10.0′N 132°48.0′W

ontinued on next page)

531 (Continued) 1/86

Add Note

"NOTE D
US Trans-Alaskan Pipeline System (TAPS) routes are recommended for routing of tank vessels between the Port of Valdez, AK and US west coast ports. These are not IMO adopted recommended routes." 61°00.0′N 145°00.0′W

Legends "see Note D" 52°30.0′N 137°25.0′W
55°05.0′N 138°00.0′W

Purple open-outlined-dashed arrows indicating flow of traffic oriented 276° 48°50.0′N 128°00.0′W
320° 52°40.0′N 134°00.0′W
320° 55°30.0′N 138°00.0′W
315° 59°30.0′N 144°30.0′W
136° 59°20.0′N 144°40.0′W
142° 54°40.0′N 138°00.0′W
142° 51°35.0′N 134°00.0′W
090° 48°20.0′N 128°00.0′W
330° 48°00.0′N 132°55.0′W
330° 56°00.0′N 140°25.0′W
150° 56°00.0′N 141°10.0′W
150° 48°00.0′N 133°45.0′W

★**532** 16Ed. 9/7/85 NEW EDITION (DMAHTC) 50/85

532 16Ed. 9/7/85 LAST NM 50/85 (Can CH 7000; Fr CH 6012) 9/86
Add Dotted-line circle "Island Rep (1937)" 72°06′N 173°38′W

★**540** 15Ed. 7/7/84 NEW EDITION (NOS) 34/84

540 15Ed. 7/7/84 LAST NM 34/84 (39, 46/84 CG14) 52/84
Add Superbuoys, each ODAS, yellow Fl(4) Y 20s
"51002" 17°11.4′N 157°49.8′W
"51003" 19°11.0′N 160°49.2′W

540 15Ed. 7/7/84 LAST NM 52/84 (NVS7424/85) 16/85
Add Depth 84 fathoms 28°19.6′N 178°24.2′W

★**540** 15Ed. 7/7/84 LAST NM 16/85 (NVS7391/85) 19/85
Add Depth 120 fathoms "Rep (1984)" 9°29.4′N 160°58.0′W

540 15Ed. 7/7/84 LAST NM 19/85 (43/85 CG14) 46/85
Change Light to Fl 7M 21°34′39″N 158°16′56″W

Add Light Fl 25M (PA) 21°34′31″N 158°16′00″W

540	15Ed. 7/7/84 LAST NM 46/85		(49/85 CG14) 52/85
	Add	Superbuoy ODAS, "51005", yellow Fl(4) Y 20s	20°21′N 156°04′W

★541	2Ed. 12/18/76	NEW EDITION	(DMAHC) 8/77
541	2Ed. 12/18/76 LAST NM 8/77		(14(843)77 Taunton) 22/77
	Add	Danger circle "Shoal Rep (1977)"	7°47′S 170°23′W
★541	2Ed. 12/18/76 LAST NM 22/77		(DMAHC) 40/77
	Delete	Submerged submarine transit lanes "ST-1" and ST-2, ST-4, ST-5, ST-6, ST-7, ST-8	22°00′N 157°30′W
		Legends "SEE CAUTION"	20°37′N 154°18′W 19°40′N 159°30′W
		Caution note	13°05′N 173°25′W
541	2Ed. 12/18/76 LAST NM 40/77		(NVS6111/80) 21/80
	Add	Depth 200 fathoms "Rep (1979)"	5°24.0′S 173°56.6′W
541	2Ed. 12/18/76 LAST NM 21/80		(NVS6179/80) 32/80
	Add	Depth 190 fathoms "Rep (1968)"	2°40′S 174°04′W
541	2Ed. 12/18/76 LAST NM 32/80		(NZ CH 4606) 41/80
	Add	Depth 32 fathoms	14°12′S 170°57′W
541	2Ed. 12/18/76 LAST NM 41/80		(BA CH 782) 43/80
	Add	Depth 22 fathoms "Rep (1965)" (PA)	8°05′N 160°10′W
541	2Ed. 12/18/76 LAST NM 43/80		(Fr CH 6876) 39/81
	Add	R Bn (AERO)	13°14′S 176°10′W
541	2Ed. 12/18/76 LAST NM 39/81		(NVS6511, 6513/81) 43/81
	Add	Depths 23 fathoms "Rep (1981)" (PA)	13°43.6′S 171°35.3′W
		24 fathoms "Rep (1981)" (PA)	13°58.3′S 171°19.1′W
541	2Ed. 12/18/76 LAST NM 43/81		(3(33)82 Auckland) 12/82
	Add	Depth 328 fathoms	14°58′S 172°12′W
541	2Ed. 12/18/76 LAST NM 12/82		(NVS6728/82) 35/82
	Delete	Danger circle "Breakers Rep (1945)"	1°58′S 174°51′W
★541	2Ed. 12/18/76 LAST NM 35/82		(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4′N 157°49.8′W
		"51003"	19°11.0′N 160°49.2′W
		"51004"	17°31.9′N 152°37.1′W
541	2Ed. 12/18/76 LAST NM 52/84		(NVS7391/85) 19/85
	Add	Depth 120 fathoms "Rep (1984)"	9°29.4′N 160°58.0′W

541	2Ed. 12/18/76 LAST NM 19/85		(HNNM7671/86) 6/86
	Delete	Depths 23 fathoms "Rep (1981)" (PA)	13°43.6′S 171°35.3′W
		18 fathoms "Rep (1963)"	14°25.0′S 171°18.0′W
	Add	Depths 172 fathoms	12°16.6′S 173°58.3′W
		207 fathoms	13°15.0′S 173°07.2′W
		448 fathoms	14°25.0′S 171°18.0′W
★**550**	7Ed. 2/9/85	NEW EDITION	(DMAHTC; 17(77)82 China) 17/85
	Delete	Depths 27 fathoms	19°02′N 113°53′E
		30 fathoms (PA)	20°01′N 113°52′E
	Change	Line 16 of cautions note to "5. The islands bound by 9°40′N 121°12′E, 9°48′N 121°12′E, 9°48′N"	24°12′N 108°50′E
	Add	Depth 30 fathoms (PA)	20°01′N 113°45′E
550	7Ed. 2/9/85 LAST NM 17/85		(NVS7392, 7449/85) 19/85
	Add	Depths 293 fathoms "Rep (1985)" (PA)	24°10.6′N 122°37.3′E
		265 fathoms "Rep (1984)" (PA)	24°16.0′N 122°42.3′E
		279 fathoms "Rep (1984)" (PA)	24°34.0′N 122°53.5′E
550	7Ed. 2/9/85 LAST NM 19/85		(14(132)85 Tokyo) 21/85
	Add	Legend "CAUTION NO 6" between	23°18′N 118°12′E
			22°54′N 117°48′E
		Caution No 6 to cautions note "6. Sandwave peaks were recorded at soundings of 52 feet below sea level between 23°18′N 118°12′E and 22°54′N 117°48′E (1985)."	24°00′N 107°48′E
550	7Ed. 2/9/85 LAST NM 21/85		(20(1347)85 Taunton) 31/85
	Add	Depth 8 fathoms 4 feet "Rep (1985)"	23°14.2′N 118°12.0′E
550	7Ed. 2/9/85 LAST NM 31/85		(27(825)85 Tokyo; 24(1610)85 Taunton) 33/85
	Delete	Depths	
		470 fathoms	8°20′N 109°50′E
		9 fathoms 5 feet "Rep (1946)"	25°33′N 126°12′E
	Add	Depths 10 fathoms 5 feet	8°06′N 104°44′E
		13 fathoms	7°42′N 106°30′E
		7 fathoms 3 feet	7°22′N 109°00′E
		37 fathoms	8°09′N 108°51′E
		53 fathoms	8°21′N 109°53′E
		9 fathoms 4 feet	7°16′N 109°42′E

550	7Ed. 2/9/85	LAST NM 33/85	(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms	8°49.4′N 108°26.0′E
		18 fathoms	8°46.5′N 108°17.6′E
		15 fathoms	8°39.0′N 108°05.4′E
		17 fathoms	8°35.2′N 108°13.1′E
		14 fathoms	8°28.9′N 107°50.0′E
		13 fathoms	8°20.7′N 107°35.0′E
		16 fathoms	8°14.2′N 107°49.1′E
		10 fathoms 5 feet	9°24.5′N 108°22.4′E
		9 fathoms 5 feet	8°19.7′N 106°34.7′E
550	7Ed. 2/9/85	LAST NM 36/85	(29(1911)85 Taunton) 37/85
	Add	Depth 62 fathoms	24°33′N 122°14′E
550	7Ed. 2/9/85	LAST NM 37/85	(Twn CH 351; BA RA) 50/85
	Delete	R Bn (AERO)	23°57′N 121°34′E
	Add	Light and R Bn	24°00.5′N 121°38.5′E
550	7Ed. 2/9/85	LAST NM 50/85	(HNNM7679/86) 7/86
	Delete	Depth 89 fathoms	7°21′N 113°15′E
★552		CHART CANCELED	(DMAHTC) 49/85
★600	(INT 600)	4Ed. 1/19/85 NEW EDITION	(DMAHTC; NVS6465/81; NZ CH 4600, 4605) 18/85
	Add	Depth 212 meters "Rep (1984)" (Previously published 7/85)	32°12′S 167°28′E
	Delete	Depth 12 meters	30°34′S 178°30′E
	Substitute	Depth 57 meters "(1983)" for 48 meters "(1983)"	33°03.5′S 179°25.0′W
600	(INT 600)	4Ed. 1/19/85 LAST NM 18/85	(28(157)85 Auckland) 33/85
	Delete	Depth 9 meters "(1963)"	45°19′S 171°22′E
600	(INT 600)	4Ed. 1/19/85 LAST NM 33/85	(HNNM7547/85) 37/85
	Delete	Depths 25 meters	44°14′S 175°50′E
		71 meters "(1980)"	30°10′S 178°25′E
600	(INT 600)	4Ed. 1/19/85 LAST NM 37/85	(37(218)85 Auckland) 45/85
	Delete	R Bn	36°26′S 175°46′E
600	(INT 600)	4Ed. 1/19/85 LAST NM 45/85	(39(228)85 Auckland) 6/86
	Add	Depths 310 meters "Rep (1982)"	28°36′S 177°46′W
		42 meters "Rep (1983)"	28°38′S 177°56′W
★601	(INT 601)	3Ed. 4/20/85 NEW EDITION	(DMAHTC) 28/85

601	(INT 601) Delete	3Ed. 4/20/85 LAST NM 28/85 Depth 9 meters "(1963)"	(28(157)85 Auckland) 33/85 45°19′S 171°22′E
601	(INT 601) Delete	3Ed. 4/20/85 LAST NM 33/85 R Bn	(37(218)85 Auckland) 45/85 36°26′S 175°46′E
601	(INT 601) Delete	3Ed. 4/20/85 LAST NM 45/85 Depth 91 meters	(41(619)85 Sydney) 2/86 36°39.0′S 156°09.0′E
	Add	Depth 87 meters	36°40.0′S 156°12.3′E
★**602**	(INT 602) Delete	4Ed. 9/7/85 NEW EDITION Depth 16 meters (Previously published 38/85)	(DMAHTC; NVS7377/85) 47/85 17°58′S 168°22′E
	Delete	Depths 71 meters 12 meters	30°12′S 178°27′E 30°34′S 178°30′E
	Substitute	Depth 345 meters enclosed by dotted-line circle for 354 meters	24°27′S 155°16′E
602	(INT 602) Substitute	4Ed. 9/7/85 LAST NM 47/85 Depth 70 meters for 78 meters	(BA CH 4602) 49/85 21°00′S 170°17′E
★**603**	(INT 603) Add	4Ed. 8/25/84 NEW EDITION Depths 25 meters 29 meters (Previously published 39/84)	(DMAHTC) 45/84 5°32′S 116°10′E 5°32′S 116°14′E
	Substitute	Legend "PA" for random mark Depth 31 meters for 3 meters	2°06′S 129°43′E 2°03′S 129°37′E
603	(INT 603) Add	4Ed. 8/25/84 LAST NM 45/84 Depths 532 meters "Rep (1984)" 549 meters "Rep (1984)"	(21(361)84 Sydney) 4/85 3°02.9′S 148°00.8′E 2°35.0′S 146°12.5′E
603	(INT 603) Add	4Ed. 8/25/84 LAST NM 4/85 Light symbol	(50(3328)84 Taunton) 6/85 7°51.0′S 117°11.0′E
603	(INT 603) Substitute	4Ed. 8/25/84 LAST NM 6/85 Depth 20.1 meters "Rep (1983)" for 38 meters	(BA CH 2766) 10/85 3°43′S 144°25′E
603	(INT 603) Add	4Ed. 8/25/84 LAST NM 10/85 Depth 287 meters "Rep (1984)"	(6(91)85 Sydney) 17/85 2°45′S 146°57′E
603	(INT 603) Add	4Ed. 8/25/84 LAST NM 17/85 Light symbol	(12(857)85 Taunton) 21/85 1°31′S 128°45′E
603	(INT 603) Add	4Ed. 8/25/84 LAST NM 21/85 Depth 13 meters	(HNNM7490/85) 28/85 5°22′S 117°41′E

603	(INT 603)	4Ed. 8/25/84 LAST NM 28/85	(49(439)85 Jakarta) 31/85
	Add	Light symbol	1°10′S 119°21′E
★603	(INT 603)	4Ed. 8/25/84 LAST NM 31/85	(HNNM7682/86) 7/86
	Add	Depths 712 meters	1°22.2′S 144°43.0′E
		553 meters (PA)	2°08.0′S 145°05.5′E
		288 meters (PA)	6°47.0′S 148°00.3′E
603	(INT 603)	4Ed. 8/25/84 LAST NM 7/86	(HNNM7559/85) 9/86
	Delete	Depth 608 meters and enclosing dotted line	4°51′S 118°24′E
	Add	Depths 522 meters	4°51′S 118°25′E
		423 meters	4°16′S 117°22′E
		268 meters	5°04′S 118°07′E
★604	(INT 604)	3Ed. 8/18/84 NEW EDITION	(DMAHTC) 45/84
	Add	Depth 287 meters "Rep (1984)" (Previously published 41/84)	2°54.1′S 152°47.6′E
	Delete	Danger circle (Previously published 43/84)	7°45′S 170°25′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 45/84	(NVS7245/84) 51/84
	Add	Depths 488 meters "Rep (1979)"	5°27.5′S 153°52.5′E
		377 meters "Rep (1979)"	5°38.9′S 154°01.7′E
		336 meters "Rep (1979)"	5°37.9′S 154°06.2′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 51/84	(21(361)84 Sydney; BA RA) 4/85
	Delete	R Bn (AERO)	18°14′S 178°10′E
	Add	Depth 532 meters "Rep (1984)"	3°02.9′S 148°00.8′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 4/85	(47(793)84 Sydney) 11/85
	Delete	Depths 53 meters	20°57′S 170°03′E
		98 meters	21°00′S 170°17′E
	Add	Depths 78 meters	21°00′S 170°18′E
		154 meters	20°52′S 170°01′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 11/85	(6(91)85 Sydney) 17/85
	Add	Depth 287 meters "Rep (1984)"	2°45′S 146°57′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 17/85	(NVS7453/85) 21/85
	Delete	Danger circle	17°27′S 171°27″E
604	(INT 604)	3Ed. 8/18/84 LAST NM 21/85	(12(161)85 Sydney) 22/85
	Delete	Danger circle	18°08′S 160°37′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 22/85	(17(1152)85 Taunton) 30/85
	Delete	Danger circles	18°38′S 171°02′E
			19°03′S 171°42′E

(continued on next page)

604	(Continued)		30/85
	Add	Depths 222 meters	18°11′S 168°49′E
		58 meters	18°30′S 168°31′E
		326 meters	18°49′S 169°33′E
		182 meters	19°31′S 169°37′E
		360 meters	19°41′S 170°36′E
604	(INT 604)	3Ed. 8/18/84 LAST NM 30/85	(BA CH 4602) 49/85
	Substitute	Depth 70 meters for 78 meters	21°00′S 170°18′E
		(See 11/85-604)	
★604	(INT 604)	3Ed. 8/18/84 LAST NM 49/85	(HNNM7682/86) 7/86
	Add	Depth 288 meters (PA)	6°47.0′S 148°00.3′E

★605	(INT 605)	3Ed. 2/19/83 NEW EDITION	(DMAHTC; 10(72)83 Auckland) 17/83
	Delete	Depth 131 meters	21°16′S 175°40′W
	Substitute	Depths	
		36 meters for 90 meters "(1965)" (PA)	21°20′S 175°39′W
		90 meters for 179 meters "(1961)"	21°08′S 175°45′W
	Add	Depth 85 meters	21°15′S 175°42′W
~~605~~	(INT 605)	3Ed. 2/19/83 LAST NM 17/83	(17(1604)83 Hamburg) 36/83
	Add	Depth 48 meters "Rep (1983)"	32°28′S 179°06′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 36/83	(24(157)83 Auckland) 38/83
	Substitute	Depth 132 meters for 150 meters	32°28′S 179°15′W
	Add	Depth 284 meters	27°51′S 177°37′W
		109 meters	28°41′S 177°45′W
		295 meters	32°10′S 179°04′W
~~605~~	(INT 605)	3Ed. 2/19/83 LAST NM 38/83	(30(2853)83 Hamburg) 39/83
	Add	Depth 57 meters "Rep (1983)"	33°03.5′S 179°25.0′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 39/83	(32(202)83 Auckland) 40/83
	Delete	Depth 201 meters	32°24′S 179°03′W
	Add	Depth 196 meters	32°19′S 179°08′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 40/83	(BA RA) 47/83
	Delete	R Bn (AERO)	8°30′S 179°13′E
★605	(INT 605)	3Ed. 2/19/83 LAST NM 47/83	(NVS7097/83) 48/83
	Delete	Depths 97 meters	21°25′S 175°42′W
		143 meters	21°23′S 175°30′W
		40 meters "(1965)"	21°40′S 175°10′W
		29 meters "(1965)"	21°45′S 175°10′W
~~605~~	(INT 605)	3Ed. 2/19/83 LAST NM 48/83	(39(3713)83 Hamburg) 49/83
	Add	Depth 30 meters "Rep (1983)"	28°31′S 177°36′W

605	(INT 605)	3Ed. 2/19/83 LAST NM 49/83	(10(697)83 Taunton) 50/83
	Substitute	Depth 18 meters "Rep (1983)" for 33 meters	18°17′S 179°51′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 50/83	(42(272)83 Auckland) 51/83
	Delete	Depth 75 meters "(1979)"	28°32′S 177°37′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 51/83	(7(34)84 Brest) 21/84
	Delete	Dangerous submerged rock	18°14′S 168°20′W
		Note: Legend remains	
		Depth 2963 meters	18°13′S 168°26′W
	Add	Depth 9.5 meters	18°15′S 168°24′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 21/84	(BA RA) 31/84
	Add	R Bn (AERO)	18°14′S 178°10′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 31/84	(21(135)84 Auckland) 32/84
	Add	Depth 48 meters enclosed by depth contour (100-meter)	14°00′S 172°12′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 32/84	(27(171)84 Auckland) 40/84
	Add	Dotted line circle "Volcanic Island (1984)"	19°01.2′S 174°43.9′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 40/84	(BA RA) 2/85
	Delete	R Bn (AERO)	18°14′S 178°10′E
		(Supersedes 31/84-605)	
605	(INT 605)	3Ed. 2/19/83 LAST NM 2/85	(39(2549)84 Taunton) 10/85
	Add	Depth 100 meters	18°21′S 174°13′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 10/85	(39(2548, 2549)84 Taunton) 11/85
	Add	Depths 86 meters	20°33′S 178°39′W
		82 meters	22°22′S 175°51′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 11/85	(16(96)85 Auckland) 28/85
	Change	Legend "Volcanic Island (1984)" to "Volcanic activity Rep (1984)"	19°01.2′S 174°43.9′W
		(See 40/84-605)	
605	(INT 605)	3Ed. 2/19/83 LAST NM 28/85	(17(1152)85 Taunton) 30/85
	Delete	Danger circle "(1906)"	19°03′S 171°42′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 30/85	(37(218)85 Auckland) 45/85
	Delete	R Bn	36°26′S 175°47′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 45/85	(40(2670)85 Taunton) 50/85
	Add	Depth 35 meters "Rep (1985)"	17°01′S 177°42′W

605	(INT 605)	3Ed. 2/19/83 LAST NM 50/85	(HNNM7671/86; 39(228)85 Auckland) 6/86
	Delete	Depths 548 meters	11°56.0′S 173°04.0′W
		42 meters (PA)	13°42.0′S 171°36.0′W
		31 meters "(1961)"	13°48.0′S 171°20.0′W
		33 meters "(1963)"	14°24.0′S 171°17.0′W
	Substitute	Depth 315 meters for 713 meters	12°14.0′S 173°57.0′W
	Add	Depths 379 meters	13°15.0′S 173°07.2′W
		819 meters	14°24.0′S 171°17.0′W
		180 meters "Rep (1984)"	25°26.0′S 176°15.0′W
		64 meters "Rep (1984)"	25°31.0′S 176°24.0′W
		310 meters "Rep (1982)"	28°36.0′S 177°46.0′W
		42 meters "Rep (1983)"	28°38.0′S 177°56.0′W
★**606**	(INT 606)	1Ed. 3/19/83 NEW CHART	(DMAHTC; US RA) 23/83
	Delete	R Bns (AERO)	16°35.5′S 143°39.5′W
			22°27.0′S 151°20.5′W
			23°22.5′S 149°28.0′W
★**606**	(INT 606)	1Ed. 3/19/83 LAST NM 23/83	(NVS7097/83) 48/83
	Delete	Depths 40 meters "(1965)"	21°40′S 175°09′W
		29 meters "(1965)"	21°44′S 175°10′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 48/83	(7(34)84 Brest) 21/84
	Delete	Dangerous submerged rock	18°14′S 168°20′W
		Note: Legend remains	
		Depth 2963 meters	18°13′S 168°27′W
	Add	Depth 9.5 meters	18°15′S 168°24′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 21/84	(27(171)84 Auckland) 40/84
	Add	Dotted line circle "Volcanic Island (1984)"	19°01.2′S 174°43.9′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 40/84	(NVS7372/84) 2/85
	Add	Depth 341 meters	14°29′S 149°57′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 2/85	(39(2549)84 Taunton) 10/85
	Add	Depth 100 meters	18°21′S 174°13′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 10/85	(16(96)85 Auckland) 28/85
	Change	Legend "Volcanic Island (1984)" to "Volcanic activity Rep (1984)" (See 40/84-606)	19°01.2′S 174°43.9′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 28/85	(HNNM7671/86) 6/86
	Delete	Depths 42 meters "(1981)"	13°44.0′S 171°36.0′W
		31 meters "(1961)"	13°49.0′S 171°20.0′W
		548 meters	11°56.0′S 173°04.0′W

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606	(Continued)		6/86
	Substitute	Depths 315 meters for 713 meters	12°14.0′S 173°55.0′W
		819 meters for 33 meters (1963)	14°25.0′S 171°19.0′W
	Add	Depth 379 meters	13°15.0′S 173°07.0′W
★607	(INT 607)	1Ed. 12/11/76 NEW CHART	(DMAHC; 45(2221)76 Taunton) 4/77
	Add	Light flare symbol	16°44.6′S 151°28.0′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 4/77	(1(28)77 Taunton) 12/77
	Add	R Bn (AERO)	14°42′S 145°15′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 12/77	(20(51)77 Brest) 29/77
	Add	R Bn (AERO)	14°26′S 146°04′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 29/77	(3(43)78 Brest) 17/78
	Add	Light symbol	17°27.9′S 149°46.0′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 17/78	(12(669)78 Taunton) 18/78
	Add	Light symbol	17°33′S 149°39′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 18/78	(BA CH 783) 52/78
	Substitute	Depth 9 meters for 11 meters	18°10′S 141°57′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 52/78	(14(53)79 Brest) 23/79
	Add	Depth 225 meters	21°34′S 139°10′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 23/79	(9(583)79 Taunton) 28/79
	Add	Depth 283 meters (PA)	21°30′S 137°07′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 23/79	(Fr CH 6607 Print 1973) 2/80
	Change	Legend "Depths of 3 to 8 meters(1950)" to "Depths of 3 to 6 meters rep(1960)"	8°02′S 138°35′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 2/80	(44(49)79 Brest) 9/80
	Delete	Depths 870 meters (ED)	8°40′S 139°39′W
		64 meters (ED)	8°50′S 139°11′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 9/80	(Fr CH 6461) 40/80
	Relocate	R Bn (AERO) close SE to	23°07′S 134°53′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 40/80	(4(47)81 Brest) 14/81
	Delete	Depth 550 meters (PA)	8°17′S 140°53′W
	Add	Depth 28 meters	8°20′S 140°56′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 14/81	(BA LL) 23/81
	Delete	Light	17°33′S 149°39′W
607	(INT 607)	1Ed. 12/11/76 LAST NM 23/81	(NVS6780/82) 43/82
	Delete	Depths 283 meters (PA)	21°30′S 137°07′W
		225 meters	21°34′S 139°10′W

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607	(Continued) Add	Depth 225 meters	43/82 21°34′S 137°10′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 43/82 Legend "(low and dangerous)" to I. Oeno	(BA CH 783) 9/83 23°57′S 130°45′W
607	(INT 607) Substitute	1Ed. 12/11/76 LAST NM 9/83 Depth 816 meters for 16 meters (1976)	(40(42)78 Brest) 15/83 27°28.0′S 144°35.5′E
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 15/83 Depth 16 meters "(1976)" (Cancels 15/83-607)	(40(42)78 Brest) 17/83 27°28.0′S 144°35.5′W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 17/83 R Bn (AERO)	(38(48)83 Brest) 51/83 20°46′S 138°34′W
607	(INT 607) Substitute	1Ed. 12/11/76 LAST NM 51/83 Depth 32 meters for 40 meters (ED)	(32(33)85 Brest) 50/85 9°20′S 140°00′W
★608	(INT 608)	1Ed. 1/13/79 NEW CHART	(DMAHTC) 13/79
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 13/79 Depth 19.5 meters	(13(184)79 Valparaiso) 37/79 23°25′S 70°40′W
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 37/79 Depth 8 meters "Rep (1980)"	(NVS6037/80) 8/80 20°15.2′S 70°15.1′W
608	(INT 608) Delete	1Ed. 1/13/79 LAST NM 8/80 Depth 19.5 meters (Supersedes 37/79-608)	(16(225)79 Valparaiso) 21/80 23°25′S 70°40′W
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 21/80 Light symbol	(40(2163)80 Taunton) 51/80 9°29′S 78°22′W
608	(INT 608) Substitute	1Ed. 1/13/79 LAST NM 51/80 Depth 3950 meters for 39 meters and delete enclosing depth contour	(24(333)80 Valparaiso) 9/81 10°24′S 79°25′W
608	(INT 608) Substitute	1Ed. 1/13/79 LAST NM 9/81 Rock which does not cover (4.5) for dangerous rock Rock which does not cover (3.5) for dangerous rock	(4(39)81 Valparaiso) 18/81 29°38′S 87°25′W 32°05′S 83°16′W
	Add	Elevation "(12.2)" to islet	32°15′S 89°08′W

★609	(INT 609)	1Ed. 1/20/79 NEW CHART	(DMAHTC; Chile CH 56; BA CH 539) 19/79
	Add	Depths 137 meters in	56°39.0′S 67°17.0′W
		57 meters	56°19.0′S 68°20.0′W
		84 meters	56°24.0′S 68°58.0′W
		61 meters	56°52.0′S 68°48.0′W
		153 meters	56°00.0′S 71°35.0′W
★609	(INT 609)	1Ed. 1/20/79 LAST NM 19/79	(Chile CH 56) 29/79
	Delete	Depth 61 meters	56°52.0′S 68°48.0′W
		(See 19/79-609)	
609	(INT 609)	1Ed. 1/20/79 LAST NM 29/79	(19(112)79 Buenos Aires) 50/79
	Substitute	Depth 33 meters for 45 meters	48°27.0′S 66°11.5′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 50/79	(20(294)78 Valparaiso) 25/80
	Delete	Islet and danger circle	53°05.0′S 74°37.0′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 25/80	(13(75)80 Buenos Aires) 35/80
	Delete	R Bn at light	45°01′S 65°37′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 35/80	(11(137)81 Valparaiso) 47/81
	Delete	Depths 134 meters	56°51′S 67°38′W
	Add	Depth 106 meters	56°55′S 67°36′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 47/81	(6(94)83 Valparaiso) 41/83
	Delete	Depth 8½ meters	52°32′S 68°30′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 41/83	(15(197)83 Valparaiso) 46/83
	Substitute	Depth 106 meters for 16 meters	43°40′S 74°51′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 46/83	(27(1775)84 Taunton) 36/84
	Add	Depth 91 meters	53°11.0′S 75°13.0′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 36/84	(HNNM7501/85) 33/85
	Delete	Depth 14 meters	52°26′S 75°00′W
609	(INT 609)	1Ed. 1/20/79 LAST NM 33/85	(38(2539)85 Taunton) 47/85
	Delete	Depth 87 meters	55°52′S 68°42′W
	Add	Depths 46 meters	54°37.6′S 72°55.0′W
		46 meters	55°28.8′S 70°20.2′W
		27 meters	55°37.2′S 69°43.0′W
		60 meters	55°52.5′S 68°37.7′W
		64 meters	55°59.7′S 68°17.5′W
★621	4Ed. 9/22/84	NEW EDITION	(DMAHTC) 10/85
	Add	Depth 182 fathoms	14°29′S 149°57′W
		(Previously published 2/85)	

★622	7Ed. 7/7/84	NEW EDITION	(DMAHTC) 40/84
	Add	R Bn (AERO) (Previously published 31/84)	18°14′S 178°10′E
	Delete	Depth 23 fathoms "Rep (1950)" (Previously published 35/84)	34°33′S 171°47′E
622	7Ed. 7/7/84	LAST NM 40/84	(BA CH 780) 44/84
	Add	Depth 22 fathoms "Rep (1982)"	13°15′S 173°42′E
622	7Ed. 7/7/84	LAST NM 44/84	(BA RA) 2/85
	Delete	R Bn (AERO) (See 40/84-622)	18°14′S 178°10′E
622	7Ed. 7/7/84	LAST NM 2/85	(39(2549)84 Taunton) 10/85
	Add	Depth 54 fathoms	18°21′S 174°13′W
622	7Ed. 7/7/84	LAST NM 10/85	(39(2548, 2549)84 Taunton) 11/85
	Add	Depths 47 fathoms	20°33′S 178°39′W
		45 fathoms	22°22′S 175°51′W
622	7Ed. 7/7/84	LAST NM 11/85	(7(55)85 Brest) 18/85
	Delete	Dangerous submerged rock (PD)	20°49′S 166°20′E
622	7Ed. 7/7/84	LAST NM 18/85	(NVS7453/85) 21/85
	Delete	Danger circle and legend "Discol'd water Rep (1944)"	17°23′S 171°35′E
	Add	Legend "(ED)" to depth 46 fathoms "Rep (1962)"	21°05′S 170°06′E
622	7Ed. 7/7/84	LAST NM 21/85	(11(161)85 Sydney) 22/85
	Delete	Danger circle and legend "Discol'd water"	18°05′S 160°30′E
622	7Ed. 7/7/84	LAST NM 22/85	(5(62)85 Brest) 24/85
	Add	Depth 16 fathoms	24°10′S 159°21′E
622	7Ed. 7/7/84	LAST NM 24/85	(28(157)85 Auckland) 33/85
	Delete	Depth 5 fathoms "Rep (1963)"	45°16′S 171°25′E
622	7Ed. 7/7/84	LAST NM 33/85	(37(218)85 Auckland) 44/85
	Delete	R Bn	36°27′S 175°45′E
622	7Ed. 7/7/84	LAST NM 44/85	(40(2760)85 Taunton) 50/85
	Delete	Depth 315 fathoms	16°59′S 177°41′W
	Add	Depth 19 fathoms "Rep (1985)"	17°01′S 177°42′W
622	7Ed. 7/7/84	LAST NM 50/85	(41(619)85 Sydney) 2/86
	Substitute	Depth 47 fathoms for 51 fathoms	36°40.0′S 156°12.3′E

622	7Ed. 7/7/84	LAST NM 2/86	(39(228)85 Auckland) 6/86
	Add	Depths 98 fathoms "Rep (1984)"	25°26′S 176°15′W
		35 fathoms "Rep (1984)"	25°31′S 176°24′W
		23 fathoms "Rep (1983)"	28°38′S 177°56′W
★623	7Ed. 6/8/85	NEW EDITION	(DMAHTC; BA CH 1024; 36(607)83 Sydney) 50/85
	Delete	Depth 3¾ fathoms "Rep (1985)" (Previously published 29/85)	34°30′S 121°01′E
	Substitute	Depth 278 fathoms for 330 fathoms "Rep (1964)" (Previously published 38/85)	4°51′S 118°25′E
	Add	Depths 226 fathoms	4°16′S 117°22′E
		13 fathoms "Rep (1984)" (PA)	0°05′N 106°20′E
		21 fathoms "Rep (1984)" (PA)	0°10′S 106°40′E
		20 fathoms "Rep (1984)" (PA)	0°51′S 107°26′E
		14 fathoms "Rep (1984)" (PA) (Previously published 38/85)	1°45′S 108°33′E
	Substitute	Depth 8 fathoms "Rep (1981)" for 1¾ fathoms "Rep (1981)"	18°30′S 147°50′E
	Add	Legend "Rep (1983)" to depths	
		74 fathoms	3°41′S 144°20′E
		105 fathoms	3°35′S 144°17′E
		107 fathoms	3°37′S 144°05′E
623	7Ed. 6/8/85	LAST NM 50/85	(41(619)85 Sydney; 43(2865)85 Taunton) 2/86
	Substitute	Depth 47 fathoms for 51 fathoms	36°40′S 156°12′E
	Add	Depth 14 fathoms "Rep (1985)"	0°41′N 108°17′E
★623	7Ed. 6/8/85	LAST NM 2/86	(HNNM7680, 7682/86) 7/86
	Substitute	Depth 15 fathoms (PA) for 21 fathoms	0°22.1′S 106°23.1′E
	Add	Depths 380 fathoms	1°22.2′S 144°43.0′E
		295 fathoms (PA)	2°08.0′S 145°05.5′E
		19 fathoms (PA)	0°13.5′S 106°07.8′E
		18 fathoms (PA)	0°17.9′S 106°15.0′E
		18 fathoms (PA)	0°30.2′S 106°39.2′E
		18 fathoms (PA)	0°34.9′S 106°47.8′E
		19 fathoms (PA)	0°44.0′S 107°05.5′E
		20 fathoms (PA)	0°48.0′S 107°15.1′E
★624	3Ed. 3/21/81	NEW EDITION	(DMAHTC) 20/81
624	3Ed. 3/21/81	LAST NM 20/81	(25(145)81 Auckland) 32/81
	Add	Depth 128 fathoms	51°01′S 167°23′E

624	3Ed. 3/21/81	LAST NM 32/81	(30(192)83 Auckland) 39/83
	Delete	Depths 52 fathoms "Rep (1963)"	44°15′S 175°56′E
		80 fathoms	44°32′S 176°12′E
	Add	Depth 54 fathoms	44°25′S 176°02′E
624	3Ed. 3/21/81	LAST NM 39/83	(NZ CH 4600) 3/84
	Add	R Bns (AERO)	41°46.0′S 171°35.0′E
			42°44.0′S 170°56.0′E
		Depth 14 fathoms	50°31.0′S 166°36.0′E
624	3Ed. 3/21/81	LAST NM 3/84	(28(157)85 Auckland) 33/85
	Delete	Depth 5 fathoms "Rep (1963)"	45°21′S 171°25′E
624	3Ed. 3/21/81	LAST NM 33/85	(HNNM7595/85) 44/85
	Add	Depth 10 fathoms	46°43.5′S 168°47.0′E
625	3Ed. 2/18/84	NEW EDITION	(DMAHTC) 15/84
625	3Ed. 2/18/84	LAST NM 15/84	(HNNM7479/85) 28/85
	Substitute	Depth 180 fathoms for 80 fathoms	65°28′S 68°25′W
★625	3Ed. 2/18/84	LAST NM 28/85	(HNNM7501/85) 30/85
	Delete	Depth 4 fathoms 3 feet	35°17′S 72°42′W
	Add	Depths 7 fathoms 5 feet (ED)	35°10.3′S 72°44.7′W
		7 fathoms (ED)	35°17.2′S 72°47.8′W
625	3Ed. 2/18/84	LAST NM 30/85	(HNNM7501/85) 33/85
	Delete	Depth 7 fathoms	52°28′S 75°02′W
★632	7Ed. 4/13/85	NEW EDITION	(DMAHTC; 43(3770)80 Hamburg) 26/85
	Add	R Bn (AERO) (PA)	10°25.9′S 105°44.1′E
		(Previously published 17/85)	
	Add	Legend "Rep (1980)" to	
		depth 7 fathoms 2 feet	5°58′N 94°50′E
632	7Ed. 4/13/85	LAST NM 26/85	(HNNM7490/85) 28/85
	Add	Depth 6 fathoms 5 feet	5°22′S 117°41′E
632	7Ed. 4/13/85	LAST NM 28/85	(49(439)85 Jakarta) 31/85
	Add	Light symbol	1°10′S 119°21′E
632	7Ed. 4/13/85	LAST NM 31/85	(HNNM7516/85) 32/85
	Add	Depth 122 fathoms "Rep (1984)"	5°47.3′N 119°51.5′E
632	7Ed. 4/13/85	LAST NM 32/85	(24(1610)85 Taunton) 33/85
	Delete	Depth 470 fathoms	8°20′N 109°51′E

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632	(Continued)			33/85
	Add	Depth 10 fathoms 5 feet		8°06′N 104°44′E
		5 fathoms 3 feet		5°59′N 105°56′E
		18 fathoms		6°06′N 107°19′E
		13 fathoms		7°43′N 106°30′E
		24 fathoms		6°10′N 108°06′E
		22 fathoms		6°23′N 108°18′E
		7 fathoms 3 feet		7°23′N 109°00′E
		37 fathoms		8°10′N 108°51′E
		53 fathoms		8°21′N 109°53′E
		9 fathoms 4 feet		7°16′N 109°42′E
		19 fathoms		5°37′N 110°02′E
		40 fathoms		5°33′N 110°27′E
632	7Ed. 4/13/85	LAST NM 33/85		(28(1848)85 Taunton) 35/85
	Add	Light flare symbol		5°49′S 105°24′E
632	7Ed. 4/13/85	LAST NM 35/85		(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms		8°49.4′N 108°26.0′E
		18 fathoms		8°46.5′N 108°17.6′E
		15 fathoms		8°39.0′N 108°05.4′E
		17 fathoms		8°35.2′N 108°13.1′E
		14 fathoms		8°28.9′N 107°50.0′E
		13 fathoms		8°20.7′N 107°35.0′E
		16 fathoms		8°14.2′N 107°49.1′E
		9 fathoms 5 feet		8°19.7′N 106°34.7′E
632	7Ed. 4/13/85	LAST NM 36/85		(HNNM7559/85) 38/85
	Add	Depth 278 fathoms		4°50.7′S 118°25.1′E
		226 fathoms		4°16.2′S 117°22.5′E
		143 fathoms		5°03.8′S 118°07.5′E
		13 fathoms "Rep (1984)" (PA)		0°04.5′N 106°20.0′E
		21 fathoms "Rep (1984)" (PA)		0°05.5′S 106°30.5′E
		21 fathoms "Rep (1984)" (PA)		0°10.0′S 106°40.0′E
		20 fathoms "Rep (1984)" (PA)		0°21.5′S 106°50.0′E
		14 fathoms "Rep (1984)" (PA)		1°45.0′S 108°33.0′E
		119 fathoms "Rep (1984)" (PA)		8°55.0′S 115°40.0′E
		310 fathoms "Rep (1984)" (PA)		9°02.0′S 115°52.0′E
632	7Ed. 4/13/85	LAST NM 1/86	(HNNM7654/85; 43(2865)85 Taunton)	2/86
	Substitute	Depth 18 fathoms (PA) for		
		25 fathoms "Rep 1985" (PA)		5°47.0′N 107°30.0′E
	Add	Depth 14 fathoms "Rep (1985)"		0°41′N 108°17′E
632	7Ed. 4/13/85	LAST NM 2/86	(45(478)85 Jakarta; HNNM7680/86)	7/86
	Substitute	Depth 17 fathoms (PA) for 22 fathoms		0°19.1′S 106°18.1′E

(continued on next page)

632	(Continued)		7/86
	Add	Light	3°59.0′S 123°01.0′E
		Depths 19 fathoms (PA)	0°13.5′S 106°07.8′E
		18 fathoms (PA)	0°17.9′S 106°15.0′E
		15 fathoms (PA)	0°22.1′S 106°23.1′E
		16 fathoms	0°25.0′S 106°28.9′E
		18 fathoms (PA)	0°30.2′S 106°39.2′E
		18 fathoms (PA)	0°34.9′S 106°47.8′E
		19 fathoms (PA)	0°44.0′S 107°05.5′E
		20 fathoms (PA)	0°48.0′S 107°15.1′E
		18 fathoms (PA)	0°51.5′S 107°20.0′E
		16 fathoms	0°55.2′S 107°24.8′E
632	7Ed. 4/13/85 LAST NM 7/86		(HNNM 7690/86) 9/86
	Add	Depth 15 fathoms "Rep (1983)" (PA)	5°10′S 116°39′E

★**700**	(INT 700)	3Ed. 6/1/83 NEW EDITION	(DMAHTC; US RA; BA CH 4700; 9(101)79 Cape Town) 35/83
	Delete	R Bns (AERO)	23°52′S 35°25′E 21°12′S 48°20′E
	Substitute	Depth 18 meters for 15 meters	33°12′S 43°55′E
	Change	Line 8 of Omega note in upper left margin of chart to "1. All users are cautioned that the Omega Navigation System is in an implementation stage. Station"	
	Add	Note 2 to Omega note in upper left margin of chart "2. Rate lines shown dashed may be unreliable."	
		Light symbol and R Bn	33°12′S 43°55′E
700	(INT 700)	3Ed. 6/11/83 LAST NM 35/83	(US RA) 37/83
	Delete	Light symbol and R Bn	33°12′S 43°55′E
	Add	Light symbol and R Bn (See 35/83-700)	30°28′S 30°38′E
700	(INT 700)	3Ed. 6/11/83 LAST NM 37/83	(33(2146)83 Taunton) 41/83
	Add	Depth 597 meters "Rep"	26°53′S 45°59′E
700	(INT 700)	3Ed. 6/11/83 LAST NM 41/83	(36(2358)84 Taunton) 42/84
	Add	Depth 192 meters	28°40′S 32°40′E
700	(INT 700)	3Ed. 6/11/83 LAST NM 42/84	(8(544)85 Taunton) 16/85
	Substitute	Depth 15 meters for 18 meters	33°12.5′S 43°55.0′E
	Add	Legend "(Breaks)"	33°17.5′S 44°16.0′E

700	(INT 700)	3Ed. 6/11/83 LAST NM 16/85	(7(59)85 Cape Town) 38/85
	Add	Light symbol and R Bn	28°09′S 32°33′E
★701	(INT 701)	2Ed. 1/14/84 NEW EDITION	(DMAHTC; US RA) 13/84
	Delete	Omega note "1. All users...propagation paths." centered	3°25′S 35°00′E
		Legend "AERO R Bn"	14°10′S 49°50′E
		R Bns (AERO)	13°20′S 48°22′E 17°48′S 36°51′E 5°16′S 39°50′E
701	(INT 701)	2Ed. 1/14/84 LAST NM 13/84	(36(2359, 2363), 38(2458)84 Taunton) 43/84
	Add	Depths 121 meters (PA)	25°30.0′S 47°22.5′E
		349 meters	26°26.0′S 34°21.0′E
		33 meters "Rep (1980)"	25°04.0′S 35°17.0′E
701	(INT 701)	2Ed. 1/14/84 LAST NM 43/84	(NVS7344/84) 45/84
	Delete	Depth 14 meters	2°23.0′S 41°13.0′E
701	(INT 701)	2Ed. 1/14/84 LAST NM 45/84	(DMAHTC) 29/85
	Delete	R Bn (AERO)	4°04′S 39°36′E
★702	(INT 702)	3Ed. 1/21/84 NEW EDITION	(DMAHTC; 42(2552)82 Taunton) 11/84
	Delete	Omega note "1. All users... propagation paths." centered	20°30′S 46°30′E
	Add	R Bn (AERO) at light	22°07.0′S 48°02.0′E
★702	(INT 702)	3Ed. 1/21/84 LAST NM 11/84	(NVS7458/85; 11(766)85 Taunton) 22/85
	Add	Depths 20 meters "Rep (1985)"	6°27.0′S 58°10.0′E
		234 meters "Rep (1983)" (PA)	7°51.6′S 71°24.8′E
		354 meters "Rep (1983)" (PA)	7°53.0′S 71°29.3′E
		360 meters "Rep (1984)" (PA)	7°56.1′S 71°28.1′E
		487 meters "Rep (1983)" (PA)	7°57.5′S 71°05.1′E
		356 meters "Rep (1983)" (PA)	8°00.7′S 70°55.2′E
702	(INT 702)	3Ed. 1/21/84 LAST NM 22/85	(30(1983)85 Taunton) 37/85
	Add	Depth 41 meters "Rep (1985)"	19°42′S 64°22′E
702	(INT 702)	3Ed. 1/21/84 LAST NM 37/85	(30(1984)85 Taunton) 38/85
	Add	Depths 22 meters "Rep (1985)"	6°26′S 58°31′E
		37 meters with legend "Correira Bank"	6°29′S 57°10′E
★703	(INT 703)	3Ed. 2/26/83 NEW EDITION	(DMAHTC) 17/83

★703 (INT 703) Add	3Ed. 2/26/83 LAST NM 17/83 Depths 262 meters "Rep (1983)" (PA) 521 meters "Rep (1983)" (PA)	(NVS7030, 7032/83) 40/83 6°51.4′S 72°12.0′E 11°45.2′N 73°02.0′E
703 (INT 703) Substitute	3Ed. 2/26/83 LAST NM 40/83 Depth 47 meters enclosed by depth contour for 48 meters enclosed by dotted-line circle	(52(507)76 Brest) 27/84 12°13.5′N 54°19.5′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 27/84 Light symbol (PA)	(11(265)84 Dehra Dun) 31/84 11°42′N 72°42′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 31/84 Light symbol	(12(290)84 Dehra Dun) 33/84 11°15.4′N 72°46.0′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 33/84 Depth 179 meters "Rep (1961)" (PA)	(NVS7308/84) 35/84 12°33.6′N 45°04.4′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 35/84 Light symbols Depth 18.3 meters	(BA CH 828) 44/84 8°58′N 76°30′E 10°12′N 76°11′E 9°27′N 76°10′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 44/84 Light symbol with legend "Kasaragod"	(19(461)84 Dehra Dun) 4/85 12°30′N 74°58′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 4/85 Depth 20 meters "Rep (1985)"	(11(766)85 Taunton) 22/85 6°27′S 58°10′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 22/85 Depths 22 meters "Rep (1985)" 37 meters with legend "Correira Bank"	(30(1984)85 Taunton) 38/85 6°26′S 58°31′E 6°29′S 57°10′E
703 (INT 703) Add	3Ed. 2/26/83 LAST NM 38/85 Depth 91 meters "Rep (1985)"	(43(2861)85 Taunton) 2/86 7°38′N 72°43′E

★704 (INT 704)	1Ed. 8/11/84 NEW CHART	(DMAHTC) 41/84
704 (INT 704) Delete	1Ed. 8/11/84 LAST NM 41/84 Depth 726 meters	(16(1062)85 Taunton) 26/85 25°31′N 35°32′E
Add	Depth 14.6 meters "Rep (1984)" (PA)	25°32.9′N 35°31.7′E

★705 (INT 705) Add	3Ed. 6/5/82 NEW EDITION Depth 366 meters (Previously published 26/82)	(DMAHTC) 33/82 12°51′N 71°30′E
705 (INT 705) Add	3Ed. 6/5/82 LAST NM 33/82 Light symbol	(10(257)82 Dehra Dun) 34/82 20°56.3′N 72°45.5′E

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705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 34/82 R Bns	(10(250), 14(380)83 Dehra Dun) 37/83 15°53′N 73°28′E 18°42′N 72°49′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 37/83 Depth 521 meters "Rep (1983)" (PA)	(NVS7032/83) 40/83 11°45.2′N 73°02.0′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 40/83 R Bn (AERO) and legend "Zaqqum"	(40(2577)83 Taunton) 47/83 24°52′N 53°37′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 47/83 Depth 16 meters "Rep (1975)" (PA)	(NVS7141/83) 1/84 19°16.8′N 58°12.5′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 1/84 R Bn at light	(22(582)83 Dehra Dun) 2/84 19°17′N 72°47′E
705	(INT 705) Substitute	3Ed. 6/5/82 LAST NM 2/84 Depth 47 meters for 48 meters	(52(50)76 Brest) 27/84 12°13.5′N 54°19.5′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 27/84 R Bn	(US RA) 28/84 24°51′N 67°01′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 28/84 Light symbol	(12(290)84 Dehra Dun) 33/84 11°15.4′N 72°47.4′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 33/84 Depth 179 meters "Rep (1961)" (PA)	(NVS7308/84) 35/84 12°33.6′N 45°04.2′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 35/84 Light symbol with legend "Kasaragod"	(19(461)84 Dehra Dun) 4/85 12°30′N 74°58′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 4/85 Dangerous wreck	(1(46)85 Dehra Dun) 8/85 19°19′N 72°15′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 8/85 R Bn (AERO)	(DMAHTC) 47/85 25°05′N 61°48′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 47/85 Light sysmbol Legend "Oilfields and Recommended Routes (see note)" Note "OILFIELDS AND RECOMMENDED ROUTES Due to existence of various Oilfields in the area, recommended routes have been established to assist mariners to navigate safely in the vicinity of these Oilfields. For details of these, the larger scale charts should be consulted."	(22(547), 24(594)85 Dehra Dun) 8/86 21°37′N 69°37′E 18°50′N 71°35′E 23°40′N 73°10′E
★**706**	(INT 706) Add	3Ed. 10/17/81 NEW EDITION Light star and flare symbol	(DMAHTC; US LL) 49/81 2°53′N 100°34′E

706	(INT 706) Add	3Ed. 10/17/81 LAST NM 49/81 Light flare symbol	(8(251)81 Dehra Dun) 51/81 11°30′N 79°46′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 51/81 R Bn at light	(9(532)82 Taunton) 16/82 11°55′N 79°50′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 16/82 Depth 366 meters	(NVS6676/82) 26/82 12°51′N 71°30′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 26/82 Light symbol	(10(261)82 Dehra Dun) 32/82 10°12′N 76°10′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 32/82 Light symbol	(10(257)82 Dehra Dun) 34/82 20°56.3′N 72°45.5′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 34/82 Light symbol with legend "Ramayapatnam"	(13(336)82 Dehra Dun) 41/82 15°02′45″N 80°03′00″E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 41/82 Light symbol with legend "Kalingapatnam"	(12(313), 19(561)82 Dehra Dun) 42/82 18°20.5′N 84°07.5′E
		R Bn at light (See 32/82-706)	10°12.0′N 76°10.0′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 42/82 R Bn at light	(US RA) 4/83 8°16.1′N 73°01.9′E
706	(INT 706) Delete	3Ed. 10/17/81 LAST NM 4/83 R Bn (AERO)	(22(1437)83 Taunton) 32/83 8°00′N 79°50′E
706	(INT 706) Delete	3Ed. 10/17/81 LAST NM 32/83 R Bns	(10(250), 14(380)83 Dehra Dun) 37/83 15°53′N 73°28′E 18°42′N 72°49′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 37/83 Depth 521 meters "Rep (1983)" (PA)	(NVS7032/83) 40/83 11°45.2′N 73°02.0′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 40/83 R Bn	(22(582)83 Dehra Dun) 2/84 19°17′N 72°46′E
706	(INT 706) Delete	3Ed. 10/17/81 LAST NM 2/84 R Bn (AERO)	(BA RA) 10/84 7°11′N 79°52′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 10/84 Light symbol (PA)	(11(265)84 Dehra Dun) 31/84 11°42′N 72°43′E
706	(INT 706) Add	3Ed. 10/17/81 LAST NM 31/84 Light symbol	(12(290)84 Dehra Dun) 33/84 11°15.4′N 72°47.4′E
706	(INT 706) Delete Add	3Ed. 10/17/81 LAST NM 33/84 Legend "(AERO)" from R Bn R Bn to light	(BA RA) 34/84 21°26′N 91°58′E 21°53′N 91°51′E

706	(INT 706)	3Ed. 10/17/81 LAST NM 34/84	(28(1818)84 Taunton) 36/84
	Add	Light flare symbol	3°46.6′N 99°29.9′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 36/84	(BA CH 828, 4707) 44/84
	Add	Light symbol and R Bn (AERO)	6°49′N 79°54′E
		Light symbols	16°09′N 81°11′E
			3°55′N 98°40′E
			3°25′N 99°47′E
		Depth 36 meters "Rep (1965)"	8°11′N 78°20′E
		32 meters	8°36′N 76°32′E
		29 meters	8°28′N 100°33′E
		Danger circle "Obstr (1955)"	3°28′N 99°54′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 44/84	(19(461), 22(537)84 Dehra Dun) 4/85
	Add	Light symbol with legend "Kasaragod"	12°30′N 74°58′E
		Light symbol	16°15′N 81°14′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 4/85	(51(3377)84 Taunton) 7/85
	Add	Light symbol	6°04′N 95°09′E
		Note: Marks Pu Rondo	
706	(INT 706)	3Ed. 10/17/81 LAST NM 7/85	(1(46)85 Dehra Dun) 8/85
	Add	Dangerous wreck	19°19′N 72°15′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 8/85	(10(689)85 Taunton) 19/85
	Delete	R Bn (AERO)	19°25′N 93°32′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 19/85	(26(1733)85 Taunton) 34/85
	Delete	R Bn at light	17°40′N 83°18′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 34/85	(13(345)85 Dehra Dun) 51/85
	Add	Danger circle "Unexploded Ordnance"	16°12′N 86°10′E
706	(INT 706)	3Ed. 10/17/81 LAST NM 51/85	(43(2861)85 Taunton) 2/86
	Add	Depth 91 meters "Rep (1985)"	7°38′N 72°43′E
★707	(INT 707)	1Ed. 2/26/83 NEW CHART	(DMAHTC) 17/83
707	(INT 707)	1Ed. 2/26/83 LAST NM 17/83	(DMAHTC) 27/83
	Delete	Legend "INDONESIA"	1°55′N 101°45′E
707	(INT 707)	1Ed. 2/26/83 LAST NM 27/83	(22(1437)83 Taunton) 32/83
	Delete	R Bn (AERO)	8°00′N 79°50′E
707	(INT 707)	1Ed. 2/26/83 LAST NM 32/83	(BA RA) 10/84
	Delete	R Bn (AERO)	7°11′N 79°53′E
707	(INT 707)	1Ed. 2/26/83 LAST NM 10/84	(28(1818)84 Taunton) 36/84
	Add	Light flare symbol	3°46.6′N 99°29.9′E

707	(INT 707) Add	1Ed. 2/26/83 LAST NM 36/84 Light symbol Note: Marks Pulau Rondo	(51(3377)84 Taunton) 7/85 6°04′N 95°09′E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 7/85 Light flare symbol	(28(1848)85 Taunton) 35/85 5°49′S 105°24′E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 35/85 Depth 91 meters "Rep (1985)"	(43(2861)85 Taunton) 2/86 7°38′N 72°43′E
★**708**	(INT 708)	1Ed. 7/24/76 NEW CHART	(DMAHC) 37/76
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 37/76 Depth 23 meters	(34(397)76 Sydney) 46/76 30°56′S 115°01′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 46/76 R Bn (AERO)	(49(535)76 Sydney) 9/77 32°01′S 115°32′E
708	(INT 708) Delete	1Ed. 7/24/76 LAST NM 9/77 Depth 143 meters	(20(193)77 Sydney) 32/77 34°55′S 114°35′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 32/77 Danger circle "Obstr Rep (1978)"	(17(218)78 Sydney) 28/78 13°29′S 115°46′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 28/78 Light symbol	(25(315)78 Jakarta) 52/78 6°56′S 116°14′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 52/78 Depths 22 meters in 19 meters	(20(1235)79 Taunton, 13(147)79 Sydney) 41/79 6°20′S 111°10′E 28°27′S 114°03′E
708	(INT 708) Substitute	1Ed. 7/24/76 LAST NM 41/79 Depth 11 meters "Rep (1979)" for 16 meters	(17(203)79 Sydney) 43/79 19°46′S 115°37′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 43/79 Dangerous wrecks in	(37(2220)79 Taunton) 13/80 6°34′S 112°41′E 6°43′S 112°25′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 13/80 Depth 3 meters "Rep (1979)"	(46(564)79 Sydney) 19/80 25°04′S 112°59′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 19/80 Depths 25 meters 46 meters	(BA CH 4710) 43/80 35°07.5′S 116°24.0′E 35°09.0′S 117°11.0′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 43/80 Light symbol	(39(44)80 Brest) 47/80 5°54′S 105°43′E
708	(INT 708) Add	1Ed. 7/24/76 LAST NM 47/80 Light symbol	(46(2502)80 Taunton) 2/81 6°06′S 106°52′E

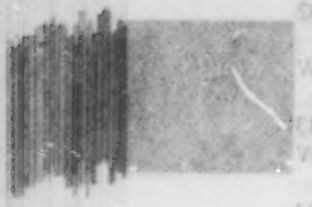
708 (INT 708)	1Ed. 7/24/76 LAST NM 2/81		(42(454)80 Jakarta) 3/81
Add	Dangerous wreck (PA)		5°33′S 106°18′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 3/81		(1(70)81 Taunton) 7/81
Add	Light symbol with legend "Benoa"		8°45′S 115°12′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 7/81		(6(327)81 Taunton) 12/81
Add	Depths 77 meters		5°43′S 116°33′E
	50 meters		5°42′S 116°28′E
	31 meters		5°40′S 116°22′E
	53 meters		5°35′S 116°02′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 12/81		(5(46)81 Jakarta) 15/81
Add	Dangerous wreck		5°51′S 111°13′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 15/81		(7(65)81 Jakarta) 23/81
Add	Dangerous wreck		5°36′S 115°50′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 23/81		(27(289)81 Jakarta) 38/81
Add	Light symbol with legend "P Njamuk"		5°49′S 110°11′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 38/81		(7(63)82 Jakarta) 17/82
Add	Light		5°41′S 106°43′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 17/82		(30(297)82 Sydney) 38/82
Add	Platform		19°35.1′S 116°08.2′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 38/82		(28(412)81 Sydney) 9/83
Add	Danger circle "Discol water (1981)"		17°19′S 97°04′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 9/83		(BA CH 4707; 50(830)83 Sydney) 7/84
Substitute	Depth 46 meters for 371 meters		5°40′S 102°29′E
Add	Light symbol with legend "Guilderton"		31°20′S 115°29′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 7/84		(6(367)84 Taunton) 14/84
Add	Depth 424 meters		8°24′S 109°42′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 14/84		(47(787, 789)84 Sydney) 11/85
Delete	Depth 16 meters		13°11′S 96°08′E
Add	Depth 18 meters with legend "Muirfield Seamount"		13°10′S 96°11′E
	Light symbols		29°36′S 114°58′E
			29°57′S 114°59′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 11/85		(23(201)84 Jakarta) 28/85
Add	Depths 25 meters		5°32′S 116°10′E
	29 meters		5°32′S 116°14′E

708	(INT 708) Add	1Ed. 7/24/76 LAST NM 28/85 Light flare symbol	(28(1848)85 Taunton) 35/85 5°49′S 105°24′E
★709	(INT 709)	1Ed. 1/1/77 NEW CHART	(DMAHC) 8/77
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 8/77 R Bn (AERO)	(49(535)76 Sydney) 9/77 32°01′S 115°32′E
709	(INT 709) Delete	1Ed. 1/1/77 LAST NM 9/77 Depth 143 fathoms	(20(193)77 Sydney) 32/77 34°55′S 114°35′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 32/77 Depth 73 meters "Rep (1979)"	(9(105)79 Sydney) 29/79 42°41′S 144°54′E
709	(INT 709) Delete	1Ed. 1/1/77 LAST NM 29/79 Depth 73 meters "Rep (1979)" (Supersedes 29/79-709)	(24(285)79 Sydney) 51/79 42°41′S 144°54′E
	Add	Depth 67 meters "Rep (1979)"	42°41′S 144°52′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 51/79 Depths 26 meters 46 meters	(BA CH 4710) 43/80 35°07.5′S 116°24.0′E 35°09.0′S 117°11.0′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 43/80 Light symbol with legend "Troubridge Hill"	(41(573)80 Sydney) 48/80 35°10′S 137°38′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 48/80 Depth 70 meters "Rep (1981)"	(4(73)81 Sydney) 19/81 42°49′S 145°06′E
709	(INT 709) Substitute	1Ed. 1/1/77 LAST NM 19/81 Depth 12 meters for 35 meters	(8(112)81 Sydney) 29/81 34°04′S 121°22′E
709	(INT 709) Substitute	1Ed. 1/1/77 LAST NM 29/81 Depth 13 meters for depth 36 meters	(14(194)81 Sydney) 32/81 34°28′S 121°50′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 32/81 Depth 45 meters	(5(96)82 Sydney) 45/82 39°06′S 143°42′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 45/82 Depth 437 meters "Rep (1982)"	(38(503)82 Sydney) 18/83 35°49.00′S 135°33.05′E
709	(INT 709) Delete	1Ed. 1/1/77 LAST NM 18/83 R Bns (AERO)	(US RA) 26/83 38°23′S 141°37′E 37°45′S 140°47′E
709	(INT 709) Delete	1Ed. 1/1/77 LAST NM 26/83 Depth 70 meters "Rep (1981)"	(24(410)83 Sydney) 39/83 42°50.5′S 145°06.5′E
	Add	Depth 47 meters "Rep (1982)"	42°48.0′S 145°07.0′E
709	(INT 709) Add	1Ed. 1/1/77 LAST NM 39/83 Depth 25 meters "Rep (1983)"	(15(269)83 Sydney) 42/83 40°28′S 144°13′E

709	(INT 709)	1Ed. 1/1/77 LAST NM 42/83	(50(830)83 Sydney) 7/84
	Add	Light symbol with legend "Guilderton"	31°20′S 115°29′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 7/84	(51(849)83 Sydney) 8/84
	Substitute	Depth 5 meters for 3 meters	40°56′S 144°28′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 8/84	(4(66)85 Sydney) 14/85
	Delete	Depth 14 meters	34°28′S 121°15′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 14/85	(6(89)85 Sydney) 17/85
	Add	Depth 5 meters "Rep (1985)"	34°30′S 121°01′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 17/85	(17(251)85 Sydney) 29/85
	Delete	Depth 5 meters "Rep (1985)" (Supersedes 17/85-709)	34°30′S 121°01′E
★800	3Ed. 2/23/85	NEW EDITION	(DMAHTC) 18/85
803	1Ed. 6/12/67	LAST NM 21/75	(27/75 CG1) 33/75
	Delete	Aero R Bn	70°31′N 68°19′W
803	1Ed. 6/12/67	LAST NM 33/75	(RS1036/77) 7/77
	Add	Depth 18 fathoms	76°41.0′N 70°14.7′W
803	1Ed. 6/12/67	LAST NM 7/77	(NVS3930/79) 12/79
	Add	Depth 288 fathoms	54°07.0′N 149°21.2′W
803	1Ed. 6/12/67	LAST NM 12/79	(27/80 CG17) 32/80
	Add	Dangerous wreck (PA)	56°35′N 159°57′W
803	1Ed. 6/12/67	LAST NM 32/80	(27(1477)80 Taunton) 35/80
	Add	Depth 12 fathoms (PA)	63°43′N 172°45′W
803	1Ed. 6/12/67	LAST NM 35/80	(1(29)81 Taunton) 8/81
	Delete	R Bn	66°09′N 169°50′W
	Add	R Bn	65°49′N 169°05′W
803	1Ed. 6/12/67	LAST NM 8/81	(NVS7095/83) 47/83
	Add	Depths 85 fathoms "Rep (1982)" (PA)	75°11′N 59°29′W
		63 fathoms "Rep (1982)" (PA)	75°21′N 60°10′W
		70 fathoms "Rep (1982)" (PA)	75°54′N 62°04′W
		175 fathoms "Rep (1982)" (PA)	75°27′N 67°54′W
		55 fathoms "Rep (1982)" (PA)	62°06′N 50°21′W
		175 fathoms "Rep (1982)" (PA)	74°46′N 59°19′W
		45 fathoms "Rep (1982)" (PA)	77°37′N 72°19′W
		23 fathoms "Rep (1982)" (PA)	77°44′N 71°56′W
		30 fathoms "Rep (1982)" (PA)	64°19′N 53°32′W
803	1Ed. 6/12/67	LAST NM 47/83	(NVS7272/84) 26/84
	Add	Depths 94 fathoms "Rep (1976)" (PA)	57°44′N 149°58′W
		121 fathoms "Rep (1976)" (PA)	52°09′N 131°34′W

803	1Ed. 6/12/67	LAST NM 26/84	(NVS7295/84) 38/84
	Add	Depth 87 fathoms "Rep (1981)"	72°33′N 59°09′W
803	1Ed. 6/12/67	LAST NM 38/84	(Can CH 4000) 41/84
	Delete	R Bn (Aero)	58°30′N 62°45′W
			63°20′N 64°10′W
	Add	Depths 166 fathoms	61°05′N 63°50′W
		54 fathoms	76°14′N 79°15′W
803	1Ed. 6/12/67	LAST NM 41/84	(27(601, 608, 614)84 Ottawa) 42/84
	Delete	R Bns	53°31′N 55°45′W
			54°28′N 56°56′W
			55°13′N 59°08′W
803	1Ed. 6/12/67	LAST NM 42/84	(13/85 CG17) 17/85
	Delete	R Bn (AERO)	59°28′N 146°18′W
803	1Ed. 6/12/67	LAST NM 17/85	(29(1866)85 Taunton) 36/85
	Delete	R Bn (AERO)	76°32′N 68°45′W
★803	1Ed. 6/12/67	LAST NM 36/85	(HNNM7551/85) 37/85
	Add	Depths 159 fathoms	75°05′N 66°11′W
		76 fathoms	75°32′N 65°40′W
★804	4Ed. 8/29/81	NEW EDITION	(DMAHTC) 44/81
804	4Ed. 8/29/81	LAST NM 44/81	(NVS6537/81) 49/81
	Delete	Depths 7 fathoms "ED Rep (1975)"	66°33′N 7°30′E
		79 fathoms	68°38′N 12°00′E
		60 fathoms "PA Rep (1969)"	71°43′N 18°02′E
804	4Ed. 8/29/81	LAST NM 49/81	(NVS6641/82) 18/82
	Add	Depth 275 fathoms "Rep (1982)"	72°27′N 14°06′W
804	4Ed. 8/29/81	LAST NM 18/82	(9(508)82 Taunton) 19/82
	Delete	Depth 87 fathoms	73°33′N 9°10′W
	Add	Depth 67 fathoms	73°30′N 9°08′W
804	4Ed. 8/29/81	LAST NM 19/82	(Nor CH 507) 20/82
	Delete	Dangerous submerged rock	79°38′N 10°46′E
804	4Ed. 8/29/81	LAST NM 20/82	(NVS6797/82) 46/82
	Delete	Depth 18 fathoms "Rep (1969)"	55°51′N 9°03′W
804	4Ed. 8/29/81	LAST NM 46/82	(31(1885)82 Taunton) 47/82
	Delete	Depth 158 fathoms	61°28′N 12°57′W
804	4Ed. 8/29/81	LAST NM 47/82	(NVS/C0029/82) 48/82
	Delete	Depth 36 fathoms	63°00′N 18°14′W

804	4Ed. 8/29/81	LAST NM 48/82	(39(2332)82 Taunton) 52/82
	Substitute	Depth 4½ fathoms "Rep (1982)" for 8 fathoms	60°07′N 1°55′W
804	4Ed. 8/29/81	LAST NM 52/82	(NVS7095/83) 47/83
	Add	Depth 55 fathoms "Rep (1982)" (PA)	62°06′N 50°21′W
804	4Ed. 8/29/81	LAST NM 47/83	(NVS7205/84) 12/84
	Delete	R Bn	76°30′N 68°59′E
	Add	Note "NOTE Radio navigational aids on the Russian Arctic coast and adjacent islands north of the Arctic Circle, from Novaya Zemyla east to the Bering Strait, have been omitted due to the lack of reliable information."	58°00′N 50°00′E
★804	4Ed. 8/29/81	LAST NM 12/84	(HNNM7551/85) 37/85
	Add	Depth 194 fathoms	76°10′N 8°37′W
804	4Ed. 8/29/81	LAST NM 37/85	(17(1363)85 Stavanger) 42/85
	Add	Rock awash	78°46.0′N 28°49.7′E 78°49.4′N 28°55.3′E
804	4Ed. 8/29/81	LAST NM 42/85	(NVS6537/81) 6/86
	Delete	Depth 7 fathoms "Rep (1945)" (ED)	66°33′N 7°33′E
★805	Ed. 3/5/82	NEW EDITION	(DMAHTC) N37/82
805	Ed. 3/5/82	LAST NM 37/82	(50(1088)82 Ottawa) N3/83
	Add	Note in lower left margin of chart "WARNING Mariners may find port hand buoys painted black or green and fairway buoys painted black and white or red and white. In both cases, either presentation is to be interpreted as having the same navigational significance."	
805	Ed. 3/5/82	LAST NM 3/83	(NVS7095/83) N47/83
	Add	Depths 320 meters "Rep (1982)" (PA)	75°27′N 67°54′W
		320 meters "Rep (1982)" (PA)	74°46′N 59°19′W
805	Ed. 3/5/82	LAST NM 47/83	(NVS7295/84) N38/84
	Add	Depth 159 meters "Rep (1981)"	72°33′N 59°09′W
805	Ed. 3/5/82	LAST NM 38/84	(27(601, 608, 614)84 Ottawa) N42/84
	Delete	R Bns	53°31.2′N 55°45.1′W 54°28.3′N 56°56.4′W 55°13.4′N 59°08.8′W



805 Ed. 3/5/82 LAST NM 42/84 (36(859)84 Ottawa) N4/85
Add Depths 16 fathoms 5 feet "Rep (1984)" 73°47′21.0″N 58°37′27.6″W
14 fathoms "Rep (1984)" 74°01′24.0″N 58°42′12.0″W

805 Ed. 3/5/82 LAST NM 4/85 (9(276)85 Ottawa) N17/85
Substitute Depth 10 meters for 13 meters 51°41′40″N 54°58′16″W

805 Ed. 3/5/82 LAST NM 17/85 (34(818)85 Ottawa) N41/85
Add Note

"CAUTION
Extensive hydrocarbon exploration is underway on the waters off the east coast of Canada. Mariners are cautioned that drilling platforms, supply vessels or seismic survey vessels may be encountered underway or at anchor. Information regarding the latest positions of these vessels may be obtained upon request from ECAREG CANADA."

62°00′N 104°00′W

805 Ed. 3/5/82 LAST NM 41/85 (46(1095)85 Ottawa) N51/85
Delete Note "MAGENTIC...Arctic." 56°15′00″N 70°30′00″W

★903 CHART CANCELED (DMAHTC) 14/82

★903 2Ed. 8/49 CHART REPLACED ON ISSUE (DMAHTC) 25/82
Note: Chart 903 canceled in NM 14/82
(See 14/82-903)

★923 2Ed. 3/22/80 NEW EDITION (DMAHTC) 20/80

★5056 1Ed. 5/26/84 NEW CHART (DMAHTC) 41/84

5091 12Ed. 1/70 LAST NM 1A/71 (DMAHTC) 44/81
Change DMA Stock No. to WOBZP5091
in lower right corner of chart
Note: Applicable to certain copies of this chart only

★5103 3Ed. 7/84 NEW EDITION (DMAHTC) 39/84

★5111 2Ed. 7/21/79 NEW EDITION (DMAHTC) N37/79

★5112 2Ed. 7/21/79 NEW EDITION (DMAHTC) N39/79

★5114	2Ed. 7/28/79	NEW EDITION	(DMAHTC) N37/79
★5115	2Ed. 10/6/79	NEW EDITION	(DMAHTC) N49/79
★5116	2Ed. 8/4/79	NEW EDITION	(DMAHTC) N39/79
★5117	2Ed. 10/27/79	NEW EDITION	(DMAHTC) N2/80
★5118	2Ed. 10/20/79	NEW EDITION	(DMAHTC) N50/79
★5119	2Ed. 10/6/79	NEW EDITION	(DMAHTC) N48/79
★5120	2Ed. 8/25/79	NEW EDITION	(DMAHTC) N40/79
★5122	2Ed. 7/28/79	NEW EDITION	(DMAHTC) N37/79
★5123	2Ed. 7/21/79	NEW EDITION	(DMAHTC) N39/79
★5124	2Ed. 6/23/79	NEW EDITION	(DMAHTC) N31/79
★5125	2Ed. 6/23/79	NEW EDITION	(DMAHTC) N34/79
★5126	2Ed. 7/21/79	NEW EDITION	(DMAHTC) N37/79
	Change	Legend "BEARING SEA" to "BERING SEA" in title block in upper center margin of chart	
★5132	2Ed. 10/27/84	NEW EDITION	(DMAHTC) 2/85
★5133	2Ed. 8/27/83	NEW EDITION	(DMAHTC) 44/83
★5135	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5136	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5137	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82

★5138	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5139	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5160	4Ed. 6/79	NEW EDITION (Previous edition canceled 45/76)	(DMAHTC) 33/79
★5161	10Ed. 7/18/81	NEW EDITION	(DMAHTC) 40/81
★5245	4Ed. 6/5/76	NEW EDITION	(DMAHC) 33/76
★5257	2Ed. 5/29/76	NEW EDITION	(DMAHC) 30/76
★5267	2Ed. 6/7/75	NEW EDITION	(DMAHC) 31/75
★5592	3Ed. 10/23/76	NEW EDITION	(DMAHC) 49/76
	Add	Note from back of Section I in lower left margin of chart	
5592	3Ed. 10/23/76	LAST NM 49/76	(NVS3877/78) 5/79
	Delete	Note "Loran-C Rate 7990-Y off air indefinitely." in lower left margin of chart (Rate restored to operation)	
★5595	3Ed. 2/11/84	NEW EDITION	(DMAHTC) 24/84
★5596	2Ed. 5/28/77	NEW EDITION	(DMAHC) 29/77
★5597	2Ed. 6/11/77	NEW EDITION	(DMAHC) 31/77
★5598	3Ed. 12/15/84	NEW EDITION	(DMAHTC) 29/85
★5600	1Ed. 5/22/76	NEW CHART	(DMAHC) 28/76
★5601	2Ed. 5/31/80	NEW EDITION	(DMAHTC) 31/80
★5602	1Ed. 9/4/76	NEW CHART	(DMAHC) 44/76

★5603	3Ed. 10/3/81	NEW EDITION	(DMAHTC) 52/81
★5604	3Ed. 5/7/83	NEW EDITION	(DMAHTC) 33/83
★5605	1Ed. 4/12/80	NEW CHART	(DMAHTC) 25/80
★5606	2Ed. 6/30/84	NEW EDITION	(DMAHTC) 34/84
★5607	1Ed. 12/15/84	NEW CHART	(DMAHTC) 14/85
★5608	1Ed. 4/20/85	NEW CHART	(DMAHTC) 30/85
★5665		CHART CANCELED	(DMAHTC) 19/85
5868	1Ed. 7/74	NEW CHART	(DMAHTC) N47/81
5869	1Ed. 7/74	NEW CHART	(DMAHTC) N47/81
5870	1Ed. 9/74	NEW CHART	(DMAHTC) N47/81
5871	1Ed. 3/74	NEW CHART	(DMAHTC) N47/81
5872	1Ed. 3/74	NEW CHART	(DMAHTC) N47/81
5873	1Ed. 3/74	NEW CHART	(DMAHTC) N47/81
5874	1Ed. 3/74	NEW CHART	(DMAHTC) N47/81
5875	1Ed. 3/74	NEW CHART	(DMAHTC) N47/81
5876	1Ed. 9/74	NEW CHART	(DMAHTC) N47/81
5877	1Ed. 8/74	NEW CHART	(DMAHTC) N47/81
5878	1Ed. 10/74	NEW CHART	(DMAHTC) N47/81

5879	1Ed. 10/74	NEW CHART	(DMAHTC) N47/81
5880	1Ed. 4/73	NEW CHART	(DMAHTC) N47/81
5881	3Ed. 9/73	NEW EDITION	(DMAHTC) N47/81
5882	3Ed. 9/73	NEW EDITION	(DMAHTC) N47/81
★5895	2Ed. 11/14/81	NEW EDITION	(DMAHTC) N4/82
★5896	2Ed. 11/14/81	NEW EDITION	(DMAHTC) N4/82
★5901	2Ed. 2/9/84	NEW EDITION	(DMAHTC) N16/85
5902	2Ed. 4/23/77	NEW EDITION	(DMAHTC) N47/81
5903	2Ed. 3/76	NEW EDITION	(DMAHTC) N47/81
5904	2Ed. 6/78	NEW EDITION	(DMAHTC) N47/81
5905	2Ed. 11/13/76	NEW EDITION	(DMAHTC) N47/81
★5906	2Ed. 11/14/81	NEW EDITION	(DMAHTC) N52/81
★5993	1Ed. 8/16/75	NEW CHART	(DMAHC) N41/75
★6002	3Ed. 3/22/80	NEW EDITION	(DMAHTC) 19/80
★6004	3Ed. 1/10/81	NEW EDITION	(DMAHTC) 13/81
★6007	3Ed. 1/10/81	NEW EDITION	(DMAHTC) 13/81
★6596	3Ed. 6/80	NEW EDITION	(DMAHTC) 39/80
★6599	3Ed. 12/20/80	NEW EDITION	(DMAHTC) 13/81

★6712	2Ed. 1/31/81	NEW EDITION	(DMAHTC) 15/81
7309	6Ed. 6/70 LAST NM 24/73 Delete All reference to Loran-A Rates 1L2, 1L3, 1L6 and 1L7 Note: Stations permanently discontinued		(NVS6010/79) 3/80
★7417	Ed. 11/28/81	NEW CHART	(DMAHTC) 8/82
★7428	Ed. 12/5/81	NEW CHART	(DMAHTC) 5/82
★7429	Ed. 12/19/81	NEW CHART	(DMAHTC) 8/82
★7442	Ed. 12/81	NEW CHART	(DMAHTC) 5/82
★7500	2Ed. 3/78	NEW EDITION	(DMAHC) 18/78
★7601	1Ed. 3/4/78	NEW CHART	(DMAHC) 17/78
★7602	2Ed. 7/2/83	NEW EDITION	(DMAHTC) 33/83
★7603	1Ed. 3/13/76	NEW CHART	(DMAHC) 19/76
★7604	1Ed. 2/21/76	NEW CHART	(DMAHC) 17/76
★7605	1Ed. 4/24/76	NEW CHART	(DMAHC) 26/76
★7606	1Ed. 4/24/76	NEW CHART	(DMAHC) 26/76
★7607	1Ed. 2/18/78	NEW CHART	(DMAHC) 14/78
★7608	2Ed. 2/21/81	NEW EDITION	(DMAHTC) 17/81
★7609	3Ed. 8/20/83	NEW EDITION	(DMAHTC) 46/83
★7610	1Ed. 1/31/76	NEW CHART	(DMAHC) 14/76

★7611	1Ed. 4/24/76	NEW CHART	(DMAHC) 25/76
★7612	2Ed. 3/31/79	NEW EDITION	(DMAHTC) 20/79
★7613	1Ed. 4/10/76	NEW CHART	(DMAHC) 24/76
★7614	1Ed. 5/1/76	NEW CHART	(DMAHC) 35/76
★7615	1Ed. 1/28/78	NEW CHART	(DMAHC) 11/78
★7616	1Ed. 1/29/77	NEW CHART	(DMAHC) 12/77
★7617	3Ed. 6/4/83 Add	NEW EDITION Legend "(Correct through NM 23/83)" in lower left margin of chart	(DMAHTC) 31/83
★7618	2Ed. 5/14/83	NEW EDITION	(DMAHTC) 28/83
★7619	2Ed. 4/18/81	NEW EDITION	(DMAHTC) 22/81
★7620	2Ed. 7/9/83 Add	NEW EDITION Legend "(Correct through NM 28/83)" in lower left margin of chart	(DMAHTC) 38/83
★7621	1Ed. 1/24/76	NEW CHART	(DMAHC) 13/76
★7622	2Ed. 7/15/78	NEW EDITION	(DMAHC) 35/78
★7623	2Ed. 6/9/79	NEW EDITION	(DMAHTC) 32/79
★7624	2Ed. 10/21/78	NEW EDITION	(DMAHTC) 1/79
★7625	2Ed. 5/26/79	NEW EDITION	(DMAHTC) 29/79
★7626	1Ed. 1/28/78	NEW CHART	(DMAHC) 13/78
★7627	1Ed. 10/15/77	NEW CHART	(DMAHC) 48/77

★7628	1Ed. 1/29/77	NEW CHART	(DMAHC) 12/77
★7629	2Ed. 3/14/81	NEW EDITION	(DMAHTC) 20/81
★7630	2Ed. 6/4/83	NEW EDITION	(DMAHTC) 33/83
★7631	2Ed. 12/12/81	NEW EDITION	(DMAHTC) 8/82
★7632	2Ed. 4/30/83	NEW EDITION	(DMAHTC) 28/83
★7633	2Ed. 6/11/83	NEW EDITION	(DMAHTC) 31/83
★7634	3Ed. 8/20/83	NEW EDITION	(DMAHTC) 46/83
★7635	3Ed. 5/21/83	NEW EDITION	(DMAHTC) 28/83
★7636	1Ed. 10/11/75	NEW CHART	(DMAHC) 1/76
★7637	1Ed. 12/20/75	NEW CHART	(DMAHC) 7/76
★7638	1Ed. 1/17/76	NEW CHART	(DMAHC) 13/76
★7639	1Ed. 3/6/76	NEW CHART	(DMAHC) 19/76
★7640	2Ed. 3/7/81	NEW EDITION	(DMAHTC) 20/81
★7641	2Ed. 6/23/79	NEW EDITION	(DMAHTC) 34/79
★7642	1Ed. 4/24/76	NEW CHART	(DMAHC) 25/76
★7643	2Ed. 12/20/80	NEW EDITION	(DMAHTC) 11/81
★7644	2Ed. 3/19/83	NEW EDITION	(DMAHTC) 23/83

★7645	2Ed. 6/18/83	NEW EDITION	(DMAHTC) 31/83
	Add	Legend "(Correct through NM 25/83)" in lower left margin of chart	
★7646	2Ed. 6/18/83	NEW EDITION	(DMAHTC) 31/83
	Add	Legend "(Correct through NM 25/83)" in lower left margin of chart	
★7647	2Ed. 8/20/83	NEW EDITION	(DMAHTC) 44/83
★7648	2Ed. 7/2/83	NEW EDITION	(DMAHTC) 33/83
★7649	3Ed. 9/3/83	NEW EDITION	(DMAHTC) N46/83
★7650	3Ed. 4/30/83	NEW EDITION	(DMAHTC) 35/83
★7651	1Ed. 10/18/75	NEW CHART	(DMAHC) 1/76
★7652	1Ed. 11/15/75	NEW CHART	(DMAHC) 1/76
★7653	2Ed. 9/22/79	NEW EDITION	(DMAHTC) 49/79
★7654	2Ed. 10/16/76	NEW EDITION	(DMAHC) 49/76
★7655	1Ed. 11/22/75	NEW CHART	(DMAHC) 4/76
★7656	2Ed. 12/29/79	NEW EDITION	(DMAHTC) 10/80
7656	2Ed. 12/29/79	LAST NM 10/80	(US CH 62000) 25/82
	Change	Legend to "ABD AL KURI"	12°18′N 52°19′E
★7657	2Ed. 7/28/79	NEW EDITION	(DMAHTC) 39/79
★7658	2Ed. 12/27/80	NEW EDITION	(DMAHTC) 11/81
★7659	2Ed. 1/31/81	NEW EDITION	(DMAHTC) 15/81
★7660	2Ed. 6/14/80	NEW EDITION	(DMAHTC) 40/80

★7661	2Ed. 8/23/80	NEW EDITION	(DMAHTC) 51/80
★7662	2Ed. 9/20/80	NEW EDITION	(DMAHTC) 50/80
★7663	2Ed. 12/20/80	NEW EDITION	(DMAHTC) 11/81
★7664	2Ed. 9/13/80	NEW EDITION	(DMAHTC) 50/80
★7665	3Ed. 12/13/80	NEW EDITION	(DMAHTC) 10/81
★7666	1Ed. 7/16/77	NEW CHART	(DMAHC) 36/77
★7667	1Ed. 4/26/75	NEW CHART	(DMAHC) 29/75
7667	1Ed. 4/26/75	LAST NM 29/75	(Brazil CH 50) 15/76
	Relocate	ATOL DAS ROCAS (3°51′S 31°50′W) 120 miles westward to and centered in	3°51.0′S 33°49.5′W
		FERNANDO DE NORONHA (3°51′S 30°25′W) 122 miles westward to and centered in	3°51.0′S 32°26.5′W
★7668	1Ed. 4/12/75	NEW CHART	(DMAHC) 29/75
★7669	1Ed. 5/17/75	NEW CHART	(DMAHC) 29/75
★7670	2Ed. 8/25/79	NEW EDITION	(DMAHTC) 44/79
★7671	3Ed. 3/26/83	NEW EDITION	(DMAHTC) 22/83
★7672	2Ed. 5/7/83	NEW EDITION	(DMAHTC) 29/83
★7673	2Ed. 2/14/81	NEW EDITION	(DMAHTC) 19/81
★7674	2Ed. 3/7/81	NEW EDITION	(DMAHTC) 20/81
★7675	2Ed. 3/7/81	NEW EDITION	(DMAHTC) 20/81
★7676	1Ed. 8/27/77	NEW CHART	(DMAHC) 41/77

★7677	1Ed. 8/20/77	NEW CHART	(DMAHC) 41/77
★7678	1Ed. 7/2/77	NEW CHART	(DMAHC) 34/77
★7679	1Ed. 7/16/77	NEW CHART	(DMAHC) 38/77
★7680	1Ed. 11/22/75	NEW CHART	(DMAHC) 4/76
★7681	1Ed. 4/19/75	NEW CHART	(DMAHC) 29/75
★7682	1Ed. 5/10/75	NEW CHART	(DMAHC) 29/75
★7683	1Ed. 4/26/75	NEW CHART	(DMAHC) 29/75
★7684	1Ed. 5/75	NEW CHART	(DMAHC) 29/75
★7684	1Ed. 5/75 LAST NM 29/75 Add Chartlet from back of Section I		(DMAHC) 42/76 16°00'S 5°25'W
★7685	1Ed. 5/17/75	NEW CHART	(DMAHC) 29/75
★7686	1Ed. 5/3/75	NEW CHART	(DMAHC) 29/75
★7687	1Ed. 4/17/76	NEW CHART	(DMAHC) 25/76
★7688	1Ed. 7/2/77	NEW CHART	(DMAHC) 34/77
★7689	1Ed. 7/16/77	NEW CHART	(DMAHC) 36/77
★7690	1Ed. 6/25/77	NEW CHART	(DMAHC) 33/77
★7691	1Ed. 6/25/77	NEW CHART	(DMAHC) 34/77
★7692	1Ed. 6/4/77	NEW CHART	(DMAHC) 29/77
★7693	1Ed. 7/16/77	NEW CHART	(DMAHC) 35/77

★7696	2Ed. 7/10/76	NEW EDITION	(DMAHC) 37/76
★7698	1Ed. 4/26/75	NEW CHART	(DMAHC) 29/75
★7699	1Ed. 7/16/77	NEW CHART	(DMAHC) 35/77
★7700	1Ed. 10/15/77	NEW CHART	(DMAHC) 49/77
★7701	1Ed. 2/18/78	NEW CHART	(DMAHC) 16/78
★7702	1Ed. 11/19/77	NEW CHART	(DMAHC) 2/78
★7703	1Ed. 12/31/77	NEW CHART	(DMAHC) 8/78
7705	1Ed. 3/75 LAST NM 18/75 Add (Ilas Malvinas) (UK-claimed by Argentina)		(RS02013/76, 1410/76) 15/76 52°24′S 61°00′W
★7708	1Ed. 1/3/78	NEW CHART	(DMAHC) 10/78
★7709	1Ed. 11/19/77	NEW CHART	(DMAHC) 4/78
★7710	1Ed. 3/4/78	NEW CHART	(DMAHC) 17/78
★7711	1Ed. 4/8/78	NEW CHART	(DMAHC) 23/78
★7712	1Ed. 4/8/78	NEW CHART	(DMAHC) 22/78
★7713	1Ed. 4/29/78	NEW CHART	(DMAHC) 24/78
★7714	1Ed. 3/25/78	NEW CHART	(DMAHC) 19/78
★7715	1Ed. 9/4/82	NEW CHART	(DMAHTC) 44/82

7715	1Ed. 9/4/82 LAST NM 44/82 Change	Legend "SCALE 1:2,187,400 AT LAT. 1°" to "SCALE 1:2,187,400 AT LAT. 76°" in lower right margin of chart	(DMAHTC) 22/83
★7716	1Ed. 8/14/82	NEW CHART	(DMAHTC) 43/82
★7717	1Ed. 8/28/82	NEW CHART	(DMAHTC) 44/82
★7718	1Ed. 8/28/82	NEW CHART	(DMAHTC) 45/82
★7719	1Ed. 9/18/82	NEW CHART	(DMAHTC) 46/82
★7720	1Ed. 9/4/82	NEW CHART	(DMAHTC) 44/82
★7721	1Ed. 8/15/81	NEW CHART	(DMAHTC) 40/81
★7722	1Ed. 8/1/81	NEW CHART	(DMAHTC) 42/81
★7723	1Ed. 8/29/81	NEW CHART	(DMAHTC) 46/81
★7724	1Ed. 9/19/81	NEW CHART	(DMAHTC) 46/81
★7725	1Ed. 9/5/81	NEW CHART	(DMAHTC) 46/81
★7726	1Ed. 8/29/81	NEW CHART	(DMAHTC) 43/81
★7802	2Ed. 3/6/82	NEW EDITION	(DMAHTC) 21/82
★7803	2Ed. 6/26/76	NEW EDITION	(DMAHC) 35/76
★7804	5Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7805	2Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7806	1Ed. 10/27/79	NEW CHART	(DMAHTC) 1/80

★7808	1Ed. 6/26/76	NEW CHART	(DMAHC) 34/76
★7809	1Ed. 6/26/76	NEW CHART	(DMAHC) 35/76
★7810	3Ed. 12/20/80	NEW EDITION	(DMAHTC) 12/81
★7811	3Ed. 9/27/80	NEW EDITION	(DMAHTC) 48/80
★7812	3Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7813	2Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7814	1Ed. 6/16/79	NEW CHART	(DMAHTC) 39/79
★7816	1Ed. 8/25/79	NEW CHART	(DMAHTC) 43/79
★7817	1Ed. 10/20/79	NEW CHART	(DMAHTC) 52/79
★7818	1Ed. 9/11/76	NEW CHART	(DMAHC) 44/76
★7819	1Ed. 6/26/76	NEW EDITION	(DMAHC) 34/76
★7820	2Ed. 8/9/80	NEW EDITION	(DMAHTC) 44/80
★7821	3Ed. 1/17/81	NEW EDITION	(DMAHTC) 15/81
★7822	4Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7823	5Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7824	2Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7825	1Ed. 4/24/76	NEW CHART	(DMAHC) 26/76
★7829	1Ed. 1/20/79	NEW CHART	(DMAHTC) 13/79

★7830	1Ed. 1/13/79	NEW CHART	(DMAHTC) 10/79
★7831	1Ed. 12/8/79	NEW CHART	(DMAHTC) 9/80
★7832	3Ed. 2/13/82	NEW EDITION	(DMAHTC) 14/82
★7835	2Ed. 9/15/79	NEW EDITION	(DMAHTC) 46/79
★7836	2Ed. 10/20/79	NEW EDITION	(DMAHTC) 51/79
★7844	1Ed. 11/4/78	NEW CHART	(DMAHTC) 52/78
★7845	1Ed. 11/18/78	NEW CHART	(DMAHTC) 1/79
★7846	1Ed. 1/12/80	NEW CHART	(DMAHTC) 13/80
★7847	1Ed. 3/13/76	NEW CHART	(DMAHC) 19/76
★7865	1Ed. 5/17/75	NEW CHART	(DMAHC) 29/75
★7988	1Ed. 10/1/83	NEW CHART	(DMAHTC) N9/84
★9999	2Ed. 3/30/85	NEW EDITION	(DMAHTC) N29/85
★B3202	Ed. 5/17/80 (Interim edition)	NEW CHART	(DMAHTC) N32/80
★C0212	1Ed. 5/2/81	NEW CHART	(DMAHTC) N28/81
★C0215	1Ed. 11/22/75	NEW CHART	(DMAHC) N4/76
C0215	1Ed. 11/22/75 LAST NM 4/76		(47(2731)77 Taunton) N5/78
	Add Depths 267 fathoms in		69°30.4′N 16°22.6′W
	288 fathoms		69°14.7′N 16°31.2′W
	364 fathoms		69°44.5′N 16°08.0′W
C0215	1Ed. 11/22/75 LAST NM 5/78		(11(537)78 Kobenhavn) N21/78
	Add Depth 279 fathoms		70°00′N 16°10′W
C0215	1Ed. 11/22/75 LAST NM 21/78		(16(871)78 Taunton) N22/78
	Add Depth 112 fathoms		64°33.2′N 26°01.4′W

C0215	1Ed. 11/22/75	LAST NM 22/78	(Ice CH 20) N2/82
	Add	Depth 51 fathoms	67°06.1′N 15°15.5′W
★C1710	1Ed. 11/18/78	NEW CHART	(DMAHTC) N1/79
★C3613	4Ed. 6/7/75	NEW EDITION	(DMAHC) N33/75
★E0101	1Ed. 8/18/79	NEW CHART	(DMAHTC) N43/79
★E0102	1Ed. 7/21/79	NEW CHART	(DMAHTC; 31(2962)79 Hamburg) N39/79
	Delete	Note "The LORAN "C" version of this chart is C0102" in lower right margin of chart	
	Add	R Bn	5°15.0′N 3°58.8′W
E0102	1Ed. 7/21/79	LAST NM 39/79	(11(753)83 Taunton) N25/83
	Substitute	Depth 332 fathoms for 426 fathoms	3°59.8′N 7°20.1′W
E0102	1Ed. 7/21/79	LAST NM 25/83	(BA CH 1365) N24/84
	Add	Depths 89 fathoms	4°27.8′N 9°11.2′W
		80 fathoms	4°31.8′N 9°16.9′W
		89 fathoms	4°34.3′N 9°20.5′W
★E0117	1Ed. 7/31/82	NEW CHART	(DMAHTC) N37/82
★E0117	1Ed. 7/31/82	LAST NM 37/82	(HNNM7551/85) N37/85
	Add	Depth 194 fathoms	76°10.0′N 8°37.0′W
★E0201	1Ed. 8/4/79	NEW CHART	(DMAHTC) N41/79
★E0202	1Ed. 8/18/79	NEW CHART	(DMAHTC) N43/79
★E0203	1Ed. 8/18/79	NEW CHART	(DMAHTC) N42/79
E0203	1Ed. 8/18/79	LAST NM 42/79	(48(09)80 Brest) 4/81
	Add	Depth 90 fathoms "Rep (1980)"	15°42′N 17°44′W
★E0204	1Ed. 7/14/79	NEW CHART	(DMAHTC) N37/79
E0204	1Ed. 7/14/79	LAST NM 37/79	(41(45)79 Brest; NVS5087/79) N50/79
	Delete	Depth 13 fathoms (ED)	21°15′N 18°30′W

E0204	1Ed. 7/14/79	LAST NM 50/79	(46(4205)79 Hamburg) N2/80
	Add	Depth 9 fathoms "Rep (1979)" (ED)	21°19′N 17°40′W
★E0205	1Ed. 11/14/81	NEW CHART	(DMAHTC) N3/82
E0205	1Ed. 11/14/81	LAST NM 3/82	(Spn LL) N25/84
	Change	Light to Oc(3+1) 12M	28°09.2′N 15°42.0′W
E0205	1Ed. 11/14/81	LAST NM 25/84	(NVS7420/85) N18/85
	Add	Depths 67 fathoms (PD)	25°51.9′N 16°05.8′W
		67 fathoms (PD)	25°48.2′N 16°07.1′W
		71 fathoms (PD)	25°46.5′N 15°57.0′W
		Legend	
		"(PD)" to depth 44 fathoms	
		"Rep (1973)"	25°40.0′N 16°06.9′W
E0205	1Ed. 11/14/81	LAST NM 18/85	(BA LL) N31/85
	Change	Light to Fl(4) 17M	28°09.2′N 15°42.0′W
★E0212	1Ed. 5/2/81	NEW CHART	(DMAHTC) N26/81
★E0215	1Ed. 8/11/79	NEW CHART	(DMAHTC; NVS5050/79) N43/79
	Add	Island	67°08.8′N 18°42.0′W
E0215	1Ed. 8/11/79	LAST NM 43/79	(Ice CH 20) N2/82
	Add	Depth 51 fathoms	67°06.1′N 15°15.5′W
★E0216	2Ed. 2/25/84	NEW EDITION	(DMAHTC) N23/84
★E0217	1Ed. 3/7/81	NEW CHART	(DMAHTC) N20/81
★E0301	1Ed. 6/16/79	NEW CHART	(DMAHTC) N31/79
★E0302	1Ed. 6/23/79	NEW CHART	(DMAHTC) N33/79
★E0303	2Ed. 5/5/84	NEW EDITION	(DMAHTC) N37/84
★E0304	1Ed. 2/26/83	NEW CHART	(DMAHTC; BA LL) N18/83
	Change	Visibility (range) of light to 9/17M	17°06.2′N 24°59.0′W
E0304	1Ed. 2/26/83	LAST NM 18/83	(45(2904)83 Taunton) N53/83
	Delete	Depth 54 fathoms	17°10.9′N 21°55.0′W
	Add	Depth 51 fathoms	17°12.5′N 22°00.2′W

★E0305	1Ed. 6/20/81	NEW CHART	(DMAHTC) N32/81
★E0315	1Ed. 1/27/79	NEW CHART	(DMAHTC) N13/79
★E0401	1Ed. 5/21/83	NEW CHART	(DMAHTC) N32/83
	Add	Legend "(Correct through NM 21/83)" in lower left margin of chart	
★E0402	1Ed. 8/21/82	NEW CHART	(DMAHTC) N43/82
★E0403	2Ed. 6/18/83	NEW EDITION	(DMAHTC) N39/83
★E0405	1Ed. 3/27/82	NEW CHART	(DMAHTC) N25/82
★E0415	2Ed. 4/27/85	NEW EDITION	(DMAHTC) N39/85
	Add	Legend to lights	
		"Oc WRG 15-11M"	69°14.1′N 53°32.1′E
		"Fl(2) 9M"	68°37.3′N 53°30.6′E
E0415	2Ed. 4/27/85	LAST NM 39/85	(BA RA) N49/85
	Delete	R Bn (AERO)	69°13′N 51°06′W
★E0416	1Ed. 6/12/82	NEW CHART	(DMAHTC) N32/82
E0416	1Ed. 6/12/82	LAST NM 32/82	(NVS7295/84) N38/84
	Add	Depth 87 fathoms "Rep (1981)"	72°32.5′N 59°09.0′W
★E0501	1Ed. 12/18/82	NEW CHART	(DMAHTC) N9/83
E0501	1Ed. 12/18/82	LAST NM 9/83	(NVS7138/83) N1/84
	Add	Depth 360 fathoms	0°17′30″N 40°59′00″W
★E0502	1Ed. 1/8/83	NEW CHART	(DMAHTC) N14/83
E0502	1Ed. 1/8/83	LAST NM 14/83	(22(202)83 Rio de Janeiro) N6/84
	Add	Depth 16 fathoms "Rep (1983)"	3°44.9′N 48°49.0′W
E0502	1Ed. 1/8/83	LAST NM 6/84	(HNNM7581/85; NVS7387/85) N40/85
	Add	Depths	
		5 fathoms 4 feet "Rep (1985)" (PA)	3°24.0′N 48°12.9′W
		6 fathoms "Rep (1984)"	3°16.0′N 48°20.5′W

★E0505	1Ed. 3/13/82	NEW CHART	(DMAHTC) N20/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right margin of chart	
★E0513	1Ed. 8/14/82	NEW CHART	(DMAHTC) N37/82
E0513	1Ed. 8/14/82	LAST NM 37/82	(49(1821)84 Kobenhavn) N14/85
	Relocate	R Bn (AERO) close SW to	60°41'09"N 46°36'31"W
★E0513	1Ed. 8/14/82	LAST NM 14/85	(HNNM7551/85) N37/85
	Add	Depths 84 fathoms (PA)	59°58.0'N 46°31.0'W
		79 fathoms (PA)	59°50.2'N 46°16.7'W
★E0514	1Ed. 7/17/82	NEW CHART	(DMAHTC) N37/82
★E0515	2Ed. 3/9/85	NEW EDITION	(DMAHTC) N21/85
★E0517	1Ed. 9/1/79	NEW CHART	(DMAHTC) N44/79
E0517	1Ed. 9/1/79	LAST NM 44/79	(NVS7095/83) N48/83
	Add	Depths 63 fathoms "Rep (1982)" (PA)	75°21.3'N 60°09.7'W
		70 fathoms "Rep (1982)" (PA)	75°54.0'N 62°04.0'W
		175 fathoms "Rep (1982)" (PA)	75°27.0'N 67°54.0'W
		175 fathoms "Rep (1982)" (PA)	74°46.0'N 59°19.0'W
E0517	1Ed. 9/1/79	LAST NM 48/83	(28(1866)85 Taunton) N36/85
	Delete	R Bn (AERO)	76°32'N 68°46'W
★E0517	1Ed. 9/1/79	LAST NM 36/85	(HNNM7551/85) N37/85
	Add	Depths 159 fathoms (PA)	75°04.6'N 66°10.7'W
		76 fathoms (PA)	75°32.1'N 65°39.9'W
★E0518	1Ed. 1/19/85	NEW CHART	(DMAHTC) N17/85
★E0605	1Ed. 4/23/83	NEW CHART	(DMAHTC) N28/83
★E0614	2Ed. 10/12/85	NEW EDITION	(DMAHTC) N52/85

★E0704	1Ed. 2/13/82	NEW CHART	(DMAHTC; NVS6624/82)	N16/82
	Delete	Depths 82 fathoms		18°11.7′N 63°55.3′W
		5 fathoms "Rep (1964)"		18°15.0′N 67°34.5′W
		10 fathoms "Rep (1975) (PA)"		18°24.5′N 67°40.0′W
		125 fathoms "Rep (1973)"		18°15.0′N 67°40.0′W
		192 fathoms "Rep (1973)"		18°08.8′N 67°41.0′W
		171 fathoms "Rep (1973)"		18°19.0′N 67°43.5′W
		123 fathoms "Rep (1969)"		18°23.0′N 67°45.7′W
		15 fathoms "Rep (1971)"		18°20.0′N 67°48.0′W
		40 fathoms "Rep (1957)"		18°51.5′N 68°24.3′W
		80 fathoms "Rep (1950)"		18°53.5′N 68°26.4′W
	Add	Depths 13 fathoms		17°04.0′N 62°23.0′W
		22 fathoms		17°42.7′N 63°29.2′W
		150 fathoms		18°21.9′N 63°43.6′W
E0704	1Ed. 2/13/82	LAST NM 16/82		(NVS7006/83) N36/83
	Delete	Depths 55 fathoms		18°36.0′N 67°11.3′W
		45 fathoms		18°35.7′N 67°09.1′W
		90 fathoms		17°55.0′N 67°28.0′W
	Substitute	Depth 11 fathoms for 13 fathoms		18°13.5′N 67°25.2′W
E0704	1Ed. 2/13/82	LAST NM 36/83	(37(2125)83 's-Gravenhage)	N49/83
	Add	Light Gp Fl 17M		17°29.0′N 62°59.2′W
★E0709	1Ed. 12/29/84	NEW CHART		(DMAHTC) N21/85
★E0710	1Ed. 2/9/85	NEW CHART		(DMAHTC) N21/85
	Change	Caution No 2 in right upper margin of chart to "The prudent mariner will not rely solely on any single aid to navigation particularly on floating aids. See paragraph No. 1 of Notice to Mariners No. 1 or Sailing Direction Planning Guides for information relative to DMAHTC Charts."		
★E0712	1Ed. 2/12/83	NEW CHART		(DMAHTC) N16/83
★E0713	2Ed. 8/10/85	NEW EDITION		(DMAHTC) N48/85
★E0714	2Ed. 8/3/85	NEW EDITION		(DMAHTC) N48/85
★E0803	1Ed. 2/26/83	NEW CHART		(DMAHTC) N18/83
E0803	1Ed. 2/26/83	LAST NM 18/83		(NVS6958/83) N26/83
	Add	Depth 223 fathoms "Rep (1983)"		16°50.3′N 79°16.6′W

E0803	1Ed. 2/26/83	LAST NM 26/83		(NVS7072/83) N44/83
	Delete	Depths 53 fathoms "Rep (1973)"		16°03′N 79°11′W
		76 fathoms "Rep (1980)"		16°20′N 78°45′W
	Add	Legend "(ED)" to depth 223 fathoms "Rep (1983)" (See N26/83-E0803)		16°50.3′N 79°16.6′W
		Legend "(PA)" to depths		
		291 fathoms "Rep (1982)"		15°57′N 78°23′W
		311 fathoms "Rep (1982)"		15°54′N 78°24′W
E0803	1Ed. 2/26/83	LAST NM 44/83		(45(2902)83 Taunton) N53/83
	Add	Depth 233 fathoms		15°45.9′N 22°10.9′W
E0803	1Ed. 2/26/83	LAST NM 53/83 (Cancels N53/83-E0803)		(DMAHTC) N2/84
E0803	1Ed. 2/26/83	LAST NM 2/84		(NVS7214/84) N13/84
	Add	Depth 89 fathoms "Rep (1983)" (PA)		13°47.0′N 79°04.4′W
E0803	1Ed. 2/26/83	LAST NM 13/84		(NVS7214/84) N15/84
	Add	Depths 287 fathoms "Rep (1983)" (PA)		14°10.4′N 78°27.1′W
		275 fathoms "Rep (1983)" (PA)		14°11.8′N 78°04.0′W
		202 fathoms "Rep (1983)" (PA)		14°43.4′N 77°48.3′W
		244 fathoms "Rep (1983)" (PA)		14°55.6′N 77°45.4′W
		212 fathoms "Rep (1983)" (PA)		12°26.8′N 79°34.2′W
		142 fathoms "Rep (1983)" (PA)		12°24.1′N 79°39.0′W
		150 fathoms "Rep (1983)" (PA)		12°15.0′N 79°47.7′W
E0803	1Ed. 2/26/83	LAST NM 15/84		(20(2035)84 Hamburg) N28/84
	Add	Stranded wreck		11°04.8′N 74°54.7′W
E0803	1Ed. 2/26/83	LAST NM 28/84		(20(2035)84 Hamburg) N37/84
	Add	Legend "(PA)" to stranded wreck (See 28/84-E0803)		11°04.8′N 74°54.7′W

★**E0804**	1Ed. 9/18/82	NEW CHART		(DMAHTC; NVS6803/82) N48/82
	Delete	Depths 9 fathoms		18°00.5′N 78°04.1′W
		13 fathoms		17°57.1′N 78°06.1′W
		4 fathoms 4 feet		17°50.0′N 77°59.0′W
		33 fathoms "Rep (1967)"		18°20.8′N 74°58.6′W
	Add	Depths 4 fathoms 3 feet		21°05.8′N 71°18.6′W
		314 fathoms		19°47.5′N 79°13.5′W
		227 fathoms		18°16.5′N 76°02.8′W
		12 fathoms		18°00.0′N 78°04.5′W
		17 fathoms		17°57.2′N 78°06.0′W
		13 fathoms		17°50.0′N 77°58.0′W
		29 fathoms		17°33.4′N 78°15.4′W
		24 fathoms		17°32.0′N 78°13.0′W

(continued on next page)

★E0804	(Continued)		N48/82
	Add	15 fathoms	17°31.6′N 78°17.3′W
		11 fathoms	17°31.2′N 77°15.0′W
		23 fathoms	17°29.3′N 78°22.7′W
		6 fathoms "Rep"	18°23.5′N 74°33.0′W
		278 fathoms "Rep (1978)"	18°16.0′N 74°55.0′W
		11 fathoms "Rep (1978)"	17°32.1′N 77°03.6′W
		13 fathoms "Rep (1981)"	17°12.2′N 77°22.3′W
		Legend "ED" to depth 4 fathoms 4 feet	18°17.0′N 74°51.0′W
E0804	1Ed. 9/18/82	LAST NM 48/82	(NVS6781, 6813/82) 50/82
	Delete	Depths 8 fathoms	18°25.0′N 74°53.2′W
		18 fathoms	18°25.0′N 74°47.0′W
		4 fathoms 4 feet (ED)	18°17.0′N 74°51.0′W
		8 fathoms	18°19.5′N 74°57.0′W
		278 fathoms "Rep 1978"	18°16.0′N 74°55.0′W
		(See 48/82-E0804)	
E0804	1Ed. 9/18/82	LAST NM 50/82	(2(159)83 Taunton) N8/83
	Substitute	Depth 112 fathoms "Rep (1978)" for 14 fathoms "Rep (1978)"	22°06.8′N 74°23.9′W
E0804	1Ed. 9/18/82	LAST NM 8/83	(9(625)83 Taunton) N15/83
	Add	Depth 236 fathoms	18°20.0′N 74°51.5′W
E0804	1Ed. 9/18/82	LAST NM 15/83	(NVS6958/83) N26/83
	Add	Depth 144 fathoms "Rep (1983)"	17°01.0′N 79°31.5′W
E0804	1Ed. 9/18/82	LAST NM 26/83	(NVS6996/83) N34/83
	Delete	Depth 11 fathoms	22°16.5′N 75°11.0′W
	Add	Depth 9¾ fathoms	22°15.9′N 75°11.3′W
E0804	1Ed. 9/18/82	LAST NM 34/83	(NVS7066, 7072/83) N44/83
	Delete	Depth 9 fathoms "Rep (1971)"	17°11′N 79°21′W
	Add	Depth 320 fathoms	20°32.3′N 70°26.5′W
		Legend "(ED)" to depth 144 fathoms "Rep (1983)"	17°01.0′N 79°31.5′W
		(See N26/83-E0804)	
E0804	1Ed. 9/18/82	LAST NM 44/83	(41(2619)83 Taunton) N50/83
	Add	Depth 299 fathoms	22°06.0′N 73°06.8′W
E0804	1Ed. 9/18/82	LAST NM 50/83	(NVS7189, 7190/84) N8/84
	Add	Depths 2 fathoms 2 feet	18°37.1′N 73°10.9′W
		6 fathoms	22°16.5′N 75°11.7′W
E0804	1Ed. 9/18/82	LAST NM 8/84	(NVS7214/84) N15/84
	Add	Depth 198 fathoms "Rep (1983)" (PA)	17°36.0′N 79°53.7′W

E0804	1Ed. 9/18/82	LAST NM 15/84	(NVS7258/84) N23/84
	Add	Legend "CAUTION NO 3"	18°02′00″N 78°05′00″W
		Caution No. 3 to cautions note in lower right margin of chart "3. Depths less than 10 fathoms are reported in the vicinity of New Bank (1984)."	
E0804	1Ed. 9/18/82	LAST NM 23/84	(NVS7330/84) N42/84
	Delete	Depths	
		15 fathoms	18°20′N 74°32′W
		15 fathoms "Rep (1973)" (PA)	17°26′N 75°20′W
E0804	1Ed. 9/18/82	LAST NM 42/84	(HNNM7520/85) N33/85
	Delete	Depth 31 fathoms	22°29.1′N 73°11.3′W
E0804	1Ed. 9/18/82	LAST NM 33/85	(HNNM7597-98/85) N44/85
	Add	Depths 11 fathoms 1 foot	22°52.6′N 74°49.2′W
		272 fathoms	18°57.7′N 73°29.4′W
		285 fathoms	19°01.0′N 73°33.7′W
		258 fathoms	19°05.7′N 73°38.0′W
★E0807	1Ed. 9/5/81	NEW CHART	(DMAHTC) N45/81
E0807	1Ed. 9/5/81	LAST NM 45/81	(21/83 CG3) N33/83
	Relocate	R Bn (40°37.2′N 73°13.2′W) to	40°38.3′N 73°18.9′W
★E0818	1Ed. 2/16/85	NEW CHART	(DMAHTC) N21/85
★E0901	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E0901	1Ed. 8/11/79	LAST NM 42/79	(NVS6478/81) N36/81
	Delete	Purple circle centered	0°35.0′S 81°50.0′W
E0901	1Ed. 8/11/79	LAST NM 36/81	(3(1)83 Guayaquil) N39/83
	Add	Buoy "T28"	0°00′ 85°00′W
E0901	1Ed. 8/11/79	LAST NM 39/83	(5(351)85 Taunton) N11/85
	Add	Depth 105 fathoms	1°21.0′N 80°10.0′W
E0901	1Ed. 8/11/79	LAST NM 11/85	(NVS7419/85) N15/85
	Delete	Depth 105 fathoms (Supersedes N11/85-E0901)	1°21.0′N 80°10.0′W
	Add	Depth 105 fathoms	1°26.0′N 80°07.0′W
★E0902	1Ed. 8/4/79	NEW CHART	(DMAHTC; 27(1639)79 Taunton) N43/79
	Add	Depth 10 fathoms "Rep (1979)"	9°56.0′N 87°31.0′W

E0902	1Ed. 8/4/79	LAST NM 43/79	(NVS6183/80) N32/80
	Delete	Dashed boundary lines between	8°58.0′N 79°32.0′W
			9°15.0′N 79°48.5′W
		between	8°53.0′N 79°37.9′W
			9°17.3′N 80°03.0′W
		Legend centered	9°05.5′N 79°34.0′W
E0902	1Ed. 8/4/79	LAST NM 32/80	(NVS6279/80) N3/81
	Add	Depths 187 fathoms "Rep (1980)"	8°26.0′N 83°49.3′W
		165 fathoms "Rep (1980)"	8°31.7′N 83°57.0′W
		200 fathoms "Rep (1980)"	8°35.5′N 84°02.5′W
E0902	1Ed. 8/4/79	LAST NM 3/81	(NVS6710/82) N32/82
	Add	Depth 290 fathoms "Rep (1982)"	8°06.6′N 83°50.4′W
E0902	1Ed. 8/4/79	LAST NM 32/82	(NVS6531/81) N45/82
	Delete	Depths 10 fathoms "Rep (1953)"	7°09.5′N 81°23.0′W
		12 fathoms	7°09.2′N 81°25.0′W
		27 fathoms	7°07.0′N 81°26.0′W
E0902	1Ed. 8/4/79	LAST NM 45/82	(28(1843)83 Taunton) 37/83
	Add	Depth 266 fathoms	5°41.9′N 81°46.1′W
E0902	1Ed. 8/4/79	LAST NM 37/83	(26/83 Bogota) N47/83
	Change	Characteristic of light to Fl	6°18′N 77°28′W
E0902	1Ed. 8/4/79	LAST NM 47/83	(NVS6906/83) N48/83
	Add	Depths 300 fathoms	7°45′N 85°52′W
		505 fathoms	7°19′N 85°41′W
		485 fathoms	7°40′N 84°45′W
		100 fathoms	7°32′N 84°02′W
E0902	1Ed. 8/4/79	LAST NM 48/83	(NVS7138/83) N1/84
	Add	Depth 195 fathoms (PA)	6°58′54″N 81°41′50″W
E0902	1Ed. 8/4/79	LAST NM 1/84	(NVS7203/84) N12/84
	Substitute	Depth 162 fathoms "Rep (1983)" for 175 fathoms "Rep (1975)"	8°04′N 83°53′W

★E0903	1Ed. 8/8/81	NEW CHART	(DMAHTC; US LL) N40/81
	Change	Lights to Fl(2) 12M	14°29.0′N 81°09.0′W
		Fl(2) 12M	14°16.5′N 80°24.0′W
		Fl(2) 16M	13°18.7′N 81°23.3′W
		Fl(2) 17M	10°00.0′N 83°01.0′W
		Fl(2) 11M	13°35.0′N 80°05.5′W
E0903	1Ed. 8/8/81	LAST NM 40/81	(34(2002)81 Taunton) N1/82
	Add	Depth 88 fathoms "Rep (1981)"	16°50.5′N 80°56.0′W

E0903	1Ed. 8/8/81	LAST NM 1/82	(9/82 Bogota) N34/82
	Change	Lights to Fl 13M	13°35.0′N 80°05.5′W
		Fl 14M	14°16.5′N 80°24.0′W
		Fl 13M	14°29.0′N 81°09.0′W
E0903	1Ed. 8/8/81	LAST NM 34/82	(16(975)82 Taunton) 39/82
	Add	Depth 39 fathoms "Rep(1982)"	15°55.0′N 87°59.7′W
E0903	1Ed. 8/8/81	LAST NM 39/82	(NVS6787/82) N45/82
	Change	Light to Fl 20M and delete R Bn and legend "Exting (1976)"	15°50.0′N 87°57.8′W
E0903	1Ed. 8/8/81	LAST NM 45/82	(NVS6930/83) N22/83
	Add	Depth 10 fathoms 5 feet "Rep (1983)"	10°05.6′N 87°09.5′W
E0903	1Ed. 8/8/81	LAST NM 22/83	(NVS7010/83) N36/83
	Add	Depth 36 fathoms and relocate depth contour (100-fathom) close E to include above depth	16°04.5′N 81°11.5′W
E0903	1Ed. 8/8/81	LAST NM 36/83	(BA CH 1218; US LL) N45/83
	Delete	Stranded wrecks	14°09.0′N 81°09.5′W
			14°14.0′N 81°08.5′W
			14°16.5′N 81°08.0′W
			14°20.0′N 81°06.0′W
			14°20.5′N 81°09.5′W
	Add	Stranded wreck	14°20.0′N 81°08.0′W
E0903	1Ed. 8/8/81	LAST NM 45/83	(NVS001 /83) N52/83
	Add	Depths 75 fathoms "Rep (1983)"	12°32.5′N 88°14.9′W
		37 fathoms "Rep (1983)"	12°24.7′N 88°17.2′W
		65 fathoms "Rep (1983)"	12°29.1′N 88°25.3′W
		255 fathoms "Rep (1983)"	12°20.0′N 88°20.4′W
E0903	1Ed. 8/8/81	LAST NM 52/83	(NVS7147/83) N3/84
	Add	Depths	
		158 fathoms "Rep (1983)" (PA)	16°58.5′N 80°42.2′W
		133 fathoms "Rep (1983)" (PA)	16°58.5′N 80°36.0′W
		218 fathoms "Rep (1983)" (PA)	16°51.8′N 80°16.1′W
		143 fathoms "Rep (1983)" (PA)	16°54.3′N 80°18.9′W
		221 fathoms "Rep (1983)" (PA)	16°55.6′N 80°12.4′W
		143 fathoms "Rep (1983)" (PA)	16°57.5′N 80°14.5′W
		118 fathoms "Rep (1983)" (PA)	16°59.1′N 80°16.3′W
		228 fathoms "Rep (1983)" (PA)	11°33.1′N 82°52.0′W
E0903	1Ed. 8/8/81	LAST NM 3/84	(NVS7173, 7178/84) N6/84
	Add	Depths 155 fathoms "Rep (1983)"	11°15.7′N 82°50.0′W
		6 fathoms "Rep (1983)"	16°53.2′N 80°48.2′W
E0903	1Ed. 8/8/81	LAST NM 6/84	(NVS7194/84) N12/84
	Add	Depth 17 fathoms "Rep (1983)" (PA)	13°06.2′N 82°19.7′W

E0903	1Ed. 8/8/81	LAST NM 12/84		(NVS7214/84) N13/84
	Add	Depth 96 fathoms "Rep (1983)" (PA)		11°30.8′N 80°05.5′W
E0903	1Ed. 8/8/81	LAST NM 13/84		(NVS7226/84) N17/84
	Add	Depths 29 fathoms "Rep (1983)" (PA)		11°53.1′N 82°55.4′W
		65 fathoms "Rep (1983)" (PA)		16°26.4′N 83°17.9′W
		269 fathoms "Rep (1983)" (PA)		16°32.0′N 83°35.0′W
		254 fathoms "Rep (1983)" (PA)		16°33.4′N 83°12.5′W
		224 fathoms "Rep (1983)" (PA)		16°47.7′N 82°42.7′W
		254 fathoms "Rep (1983)" (PA)		16°56.9′N 81°45.3′W
		209 fathoms "Rep (1983)" (PA)		16°57.6′N 81°37.8′W
		16 fathoms "Rep (1983)" (PA)		16°15.0′N 83°39.4′W
E0903	1Ed. 8/8/81	LAST NM 17/84		(NVS7276/84) N26/84
	Add	Depths 201 fathoms "Rep (1984)" (PA)		16°16.6′N 83°54.4′W
		183 fathoms "Rep (1984)" (PA)		16°12.4′N 85°33.9′W
		147 fathoms "Rep (1984)" (PA)		16°12.2′N 86°50.5′W
		103 fathoms "Rep (1984)" (PA)		16°12.2′N 87°03.0′W
		116 fathoms "Rep (1984)" (PA)		16°11.9′N 87°14.8′W
E0903	1Ed. 8/8/81	LAST NM 26/84		(NVS7282/84) N28/84
	Add	Depth 273 fathoms "Rep (1984)" (PA)		15°56.2′N 88°08.4′W
E0903	1Ed. 8/8/81	LAST NM 28/84		(HNNM7478/85) N27/85
	Add	Depths 6 fathoms 3 feet		16°05′05″N 86°11′48″W
		9 fathoms 2 feet		16°05′14″N 86°17′08″W
E0903	1Ed. 8/8/81	LAST NM 27/85		(HNNM7586/85) N41/85
	Add	Depth 5 fathoms 5 feet		16°03.8′N 86°29.9′W
E0903	1Ed. 8/8/81	LAST NM 41/85		(HNNM7658/85) N3/86
	Add	Depths 250 fathoms (PA)		11°53.0′N 82°17.4′W
		180 fathoms (PA)		11°53.7′N 82°47.2′W

★E0904	1Ed. 5/7/83	NEW CHART		(DMAHTC; NVS6151/80, 6958/83) N32/83
	Delete	Legend "Rep (1977)"		20°04.5′N 82°08.2′W
	Add	Depth 95 fathoms		17°03.5′N 80°23.0′W
		Legend "(Correct through NM 19/83)" in lower left margin of chart		
E0904	1Ed. 5/7/83	LAST NM 32/83	(SCT 3(55)82 Mexico, D.F.; NVS7014/83) N37/83	
	Add	Light Fl(2) 13M (PA)		18°36′N 87°20′W
E0904	1Ed. 5/7/83	LAST NM 37/83		(3(7)83 Habana) N48/83
	Change	Visibility (range) of light to 19M		21°27.2′N 82°55.0′W
E0904	1Ed. 5/7/83	LAST NM 48/83		(10(34)83 Habana) N52/83
	Add	Light Fl 15M		23°08.7′N 81°47.8′W

E0904	1Ed. 5/7/83	LAST NM 52/83		(NVS7147/83) N3/84
	Add	Depths		
		288 fathoms "Rep (1983)" (PA)		17°00.7′N 81°02.2′W
		108 fathoms "Rep (1983)" (PA)		17°00.9′N 80°26.5′W
		108 fathoms "Rep (1983)" (PA)		17°00.2′N 80°18.4′W
E0904	1Ed. 5/7/83	LAST NM 3/84	(2(128, 130-82)83 Mexico, D.F.; BA LL)	N6/84
	Add	Lights Fl(4) 11M (PA)		21°02.4′N 86°47.1′W
		Fl 11M (PA)		20°46.3′N 86°58.0′W
E0904	1Ed. 5/7/83	LAST NM 6/84		(NVS7234/84) N18/84
	Add	Depths 291 fathoms "Rep (1984)" (PA)		22°23.0′N 86°25.7′W
		208 fathoms "Rep (1984)" (PA)		22°32.0′N 86°35.0′W
		195 fathoms "Rep (1984)" (PA)		22°36.4′N 86°41.0′W
		191 fathoms "Rep (1984)" (PA)		22°44.6′N 86°47.0′W
		188 fathoms "Rep (1984)" (PA)		22°50.1′N 86°52.3′W
		191 fathoms "Rep (1984)" (PA)		22°55.0′N 86°57.7′W
E0904	1Ed. 5/7/83	LAST NM 18/84	(NVS7291/84; US CH 28167)	N32/84
	Add	Stranded wrecks		17°09.6′N 87°35.3′W
				17°07.5′N 87°35.8′W
				17°12.9′N 87°31.5′W
				17°28.5′N 87°28.1′W
		(PA)		17°08.5′N 87°35.1′W
		(conspic) (PA)		17°16.9′N 87°31.5′W
E0904	1Ed. 5/7/83	LAST NM 32/84		(HNNM7491/85) N28/85
	Delete	Depth 100 fathoms "Rep (1967)"		23°58′N 88°57′W
	Add	Depth 43 fathoms		23°39.5′N 89°05.5′W

★E0905	1Ed. 8/18/79	NEW CHART		(DMAHTC) N46/79
★E0905	1Ed. 8/18/79	LAST NM 46/79		(7, 8/81 CG8) N13/81
	Add	Wrecks (PA)		26°14.4′N 87°04.2′W
		"rep (1981)" (PA)		26°04.0′N 89°20.0′W
E0905	1Ed. 8/18/79	LAST NM 13/81		(12/83 CG8) N17/83
	Add	Wrecks		25°41.9′N 87°41.1′W
				25°09.0′N 88°27.0′W
E0905	1Ed. 8/18/79	LAST NM 17/83		(12/83 CG8) N19/83
	Delete	Wreck		25°09.0′N 88°27.0′W
		(See N17/83-E0905)		
	Add	Wreck		29°09.0′N 88°27.0′W
E0905	1Ed. 8/18/79	LAST NM 19/83		(10/84 CG7) N14/84
	Add	R Bn		28°58.0′N 82°41.8′W
E0905	1Ed. 8/18/79	LAST NM 14/84		(NVS7214/84) N15/84
	Add	Depths 133 fathoms "Rep (1983)" (PA)		24°42.8′N 80°22.6′W
		152 fathoms "Rep (1983)" (PA)		24°47.9′N 80°11.9′W

E0905	1Ed. 8/18/79	LAST NM 15/84 (13/84 CG8; US CH 11006; NVS7250/84)	N20/84
	Delete	Buoy "EB-10 NOAA"	27°28′N 88°01′W
	Add	Wreck	25°58′N 84°20′W
		Buoys, each red and yellow	
		"42003" Gp Fl(4)	26°00′N 85°54′W
		"42001" Gp Fl Y(4)	25°54′N 89°42′W
E0905	1Ed. 8/18/79	LAST NM 20/84	(28/85 CG7) N34/85
	Relocate	R Bn close SW to	28°57′35.0″N 82°42′29.9″W
★E0916	1Ed. 11/10/84	NEW CHART	(DMAHTC) N9/85
★E1001	1Ed. 7/7/79	NEW CHART	(DMAHTC) N34/79
E1001	1Ed. 7/7/79	LAST NM 34/79	(NVS6451/81) N33/81
	Add	Depth 20 fathoms	0°05.5′S 90°16.0′W
★E1002	1Ed. 6/23/79	NEW CHART	(DMAHTC) N39/79
★E1003	1Ed. 7/28/79	NEW CHART	(DMAHTC) N41/79
	Add	Dashed line joining	13°24′N 96°16′W
			13°24′N 95°22′W
			12°40′N 95°22′W
			12°40′N 96°16′W
			13°24′N 96°16′W
		Legend	
		"DUMPING GROUND-SEE NOTE A"	13°30′N 95°10′W
		Note A from back of Section I in right margin of chart	
E1003	1Ed. 7/28/79	LAST NM 41/79	(NVS6573/82) N7/82
	Delete	Depth 11 fathoms (Rep 1949) (PA)	15°26.5′N 96°34.2′W
	Add	Depth 11 fathoms (Rep 1949) (PA)	15°23.2′N 96°35.5′W
★E1004	1Ed. 5/1/82	NEW CHART	(DMAHTC; US CH 28302) N29/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
	Add	R Bn	19°09.3′N 96°08.6′W
★E1005	1Ed. 5/8/82	NEW CHART	(DMAHTC; 15/80 CG8) N30/82
	Delete	Buoy	26°00′N 90°00′W

(continued on next page)

★E1005	(Continued)		N30/82
	Relocate	Buoy (26°00′N 93°30′W) to	26°00′N 93°24′W
E1005	1Ed. 5/8/82	LAST NM 30/82	(10/84 CG8) N14/84
	Add	Wreck (PA)	27°49′00″N 90°45′30″W
E1005	1Ed. 5/8/82	LAST NM 14/84	(34/85 CG8) N36/85
	Relocate	Buoy (26°00′N 93°24′W) to	25°58′00″N 93°32′24″W
★E1016	1Ed. 11/24/84	NEW CHART	(DMAHTC) N9/85
★E1101	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
★E1102	1Ed. 1/2/82	NEW CHART	(DMAHTC) N15/82
E1102	1Ed. 1/2/82	LAST NM 15/82	(DMAHTC) N33/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
E1102	1Ed. 1/2/82	LAST NM 33/82	(NVS6821/82) N52/82
	Add	Depth 60 fathoms "Rep (1982)"	5°05′N 108°18′W
★E1103	1Ed. 12/9/78	NEW CHART	(DMAHTC) N5/79
★E1104	1Ed. 1/15/83	NEW CHART	(DMAHTC) N14/83
E1104	1Ed. 1/15/83	LAST NM 14/83	(NVS7017/83) N37/83
	Add	Depth 165 fathoms "Rep (1983)"	19°11.5′N 105°00.0′W
		Legend "(Correct through NM 3/83)" in lower left margin of chart	
E1104	1Ed. 1/15/83	LAST NM 37/83	(31(2035)83 Taunton) N39/83
	Add	Depth 165 fathoms "Rep (1983)"	22°56.0′N 109°31.9′W
E1104	1Ed. 1/15/83	LAST NM 39/83	(NVS7119/83) N51/83
	Add	Depths 51 fathoms "Rep (1983)"	22°16′30″N 106°16′30″W
		67 fathoms "Rep (1983)"	22°22′45″N 106°18′15″W
		110 fathoms "Rep (1983)"	22°29′30″N 106°20′30″W
E1104	1Ed. 1/15/83	LAST NM 51/83	(HNNM7565/85) N38/85
	Add	Depth 255 fathoms (PA)	22°44.3′N 107°34.4′W
E1104	1Ed. 1/15/83	LAST NM 38/85	(40(2675)85 Taunton) N50/85
	Add	Depth 6 fathoms 1 foot "Rep (1985)" (PA)	19°16.1′N 105°01.0′W

★E1116	1Ed. 1/19/85	NEW CHART	(DMAHTC) N40/85
★E1201	1Ed. 3/31/84	NEW CHART	(DMAHTC) N37/84
★E1202	1Ed. 2/26/83	NEW CHART	(DMAHTC) N25/83
★E1203	1Ed. 3/5/83	NEW CHART	(DMAHTC) N25/83
★E1204	1Ed. 5/22/82	NEW CHART	(DMAHTC) N29/82
	Add	Note in lower right margin of chart "NOTE Omega Australia Station G is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal Omega information sources when the station becomes usable for navigation."	
E1204	1Ed. 5/22/82	LAST NM 29/82	(31(2035)83 Taunton) N39/83
	Add	Depth 123 fathoms "Rep (1983)"	22°53.0′N 110°06.0′W
★E1205	1Ed. 6/12/82	NEW CHART	(DMAHTC; US LL) N32/82
	Change	Characteristic of light to Fl(3)	27°27.5′N 111°54.0′W
E1205	1Ed. 6/12/82	LAST NM 32/82	(NVS6828/82) N1/83
	Add	Depth 18 fathoms "Rep 1982" (ED) (PA)	23°05.4′N 110°47.6′W
E1205	1Ed. 6/12/82	LAST NM 1/83	(31(2034)83 Taunton) N39/83
	Add	Depth 25 fathoms "Rep (1983)"	24°19.5′N 110°09.1′W
E1205	1Ed. 6/12/82	LAST NM 39/83	(1(109-82)83 Mexico, D.F.; BA LL) N6/84
	Add	Light Fl(2) 17M (PA)	26°06.2′N 111°17.0′W
E1205	1Ed. 6/12/82	LAST NM 6/84	(3(4-6)83 Mexico, D. F.) N7/84
	Add	Lights Fl 12M (PA)	27°10.2′N 110°17.8′W
		Fl 15M (PA)	27°57.5′N 111°07.2′W
		Fl(2) 15M (PA)	28°53.2′N 112°35.6′W
E1205	1Ed. 6/12/82	LAST NM 7/84	(NVS7302/84) N34/84
	Add	Depth 239 fathoms "Rep (1984)"	23°06.5′N 110°48.0′W
E1205	1Ed. 6/12/82	LAST NM 34/84	(HNNM7553/85) N37/85
	Add	Depths 66 fathoms "Rep (1985)" (PA)	28°32′00″N 115°30′30″W
		65 fathoms "Rep (1985)" (PA)	28°33′00″N 115°33′00″W
★E1206	1Ed. 11/29/80	NEW CHART	(DMAHTC) N11/81

E1206	1Ed. 11/29/80 LAST NM 11/81		(US CH 18740) N34/82
	Delete	Depth 40 fathoms "Rep (1959)"	33°02.5′N 119°36.0′W
E1206	1Ed. 11/29/80 LAST NM 34/82		(NVS6815/82) N50/82
	Substitute	Depth 341 fathoms for 371 fathoms	32°16.5′N 117°33.1′W
E1206	1Ed. 11/29/80 LAST NM 50/82		(NVS6837/82) N3/83
	Add	Depth 25 fathoms "Rep (1981)" (PA)	29°33.0′N 116°28.0′W
E1206	1Ed. 11/29/80 LAST NM 3/83		(7/83 CG11) N12/83
	Relocate	Light close E to position circle and change to Qk Fl R HORN	33°10.9′N 117°20.8′W
E1206	1Ed. 11/29/80 LAST NM 12/83		(33/83 CG11; NVS7008/83) N37/83
	Delete	Depth 24 fathoms	32°39′N 119°34′W
	Change	Characteristic of light to Fl G	33°57.8′N 118°27.7′W
E1206	1Ed. 11/29/80 LAST NM 37/83		(31(2033)83 Taunton) N39/83
	Add	Depths 348 fathoms "Rep (1983)"	30°58.0′N 116°39.2′W
		123 fathoms "Rep (1983)"	31°16.5′N 116°43.0′W
E1206	1Ed. 11/29/80 LAST NM 39/83		(35/83 CG11) N40/83
	Change	Light to Fl G 9M HORN	33°36.1′N 117°51.8′W
E1206	1Ed. 11/29/80 LAST NM 40/83		(45/83 CG11) N49/83
	Change	Characteristic of buoy "2" to Fl R	32°25.8′N 119°06.6′W
	Add	Legend "(Correct through NM N48/80)" in lower left margin of chart	
E1206	1Ed. 11/29/80 LAST NM 49/83		(NVS7071/83) N50/83
	Relocate	Light and R Bn close W to	33°35.3′N 117°52.8′W
E1206	1Ed. 11/29/80 LAST NM 50/83		(NVS7162/84) N5/84
	Add	Depth 260 fathoms "Rep (1983)"	29°54′54″N 116°05′36″W
E1206	1Ed. 11/29/80 LAST NM 5/84		(NVS7239/84) N19/84
	Add	Depth 277 fathoms "Rep (1984)"	31°36.8′N 117°21.0′W
★E1301	1Ed. 3/10/84	NEW CHART	(DMAHTC) N39/84
★E1302	1Ed. 12/19/81	NEW CHART	(DMAHTC) N10/82
E1302	1Ed. 12/19/81 LAST NM 10/82		(DMAHTC) N33/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
★E1303	1Ed. 8/4/79	NEW EDITION	(DMAHTC) N43/79

★E1304	1Ed. 8/18/79	NEW CHART	(DMAHTC) N42/79
★E1305	1Ed. 8/18/79	NEW CHART	(DMAHTC) N42/79
★E1306	1Ed. 9/4/82	NEW CHART	(DMAHTC) N47/82
E1306	1Ed. 9/4/82 LAST NM 47/82 Substitute	Depth 320 fathoms for 300 fathoms	(NVS6883/83) N43/83 30°26.7'N 122°45.2'W
★E1307	1Ed. 3/31/79	NEW CHART	(DMAHTC) N21/79
★E1401	1Ed. 4/14/84	NEW CHART	(DMAHTC) N37/84
★E1402	1Ed. 12/26/81	NEW CHART	(DMAHTC) N8/82
E1402	1Ed. 12/26/81 LAST NM 8/82 Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	(DMAHTC) N33/82
★E1403	1Ed. 12/26/81	NEW CHART	(DMAHTC) N9/82
E1403	1Ed. 12/26/81 LAST NM 9/82 Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	(DMAHTC) N33/82
★E1404	1Ed. 6/16/79	NEW CHART	(DMAHTC) N31/79
★E1405	1Ed. 7/28/79	NEW CHART	(DMAHTC) N39/79
★E1501	1Ed. 5/5/84	NEW CHART	(DMAHTC) N37/84
★E1502	1Ed. 3/19/83	NEW CHART	(DMAHTC) N22/83
★E1503	1Ed. 3/26/83	NEW CHART	(DMAHTC) 24/83
★E1504	1Ed. 2/10/79	NEW CHART	(DMAHTC) N14/79

E1504	1Ed. 2/10/79 Relocate	LAST NM 14/79 Longitude designation 30′ (20°03′N 141°20′W) to	(DMAHTC) N39/83 20°03′N 141°30′W
★E1505	1Ed. 6/16/79	NEW CHART	(DMAHTC) N32/79
★E1507	1Ed. 5/28/83 Add	NEW CHART Legend "(Correct through NM 20/83)" in lower left margin of chart.	(DMAHTC) N31/83
★E1601	1Ed. 4/21/84 Delete	NEW CHART Visibility (range) from light	(DMAHTC; BA LL) N37/84 1°58.0′N 157°28.0′W
★E1602	1Ed. 6/4/83	NEW CHART	(DMAHTC) N33/83
★E1603	1Ed. 6/5/82	NEW CHART	(DMAHTC) N32/82
★E1605	1Ed. 7/28/79	NEW CHART	(DMAHTC) N37/79
★E1606	1Ed. 7/11/81	NEW CHART	(DMAHTC) N37/81
★E1607	1Ed. 6/6/81	NEW CHART	(DMAHTC) 30/81
★E1608	1Ed. 1/31/81	NEW CHART	(DMAHTC) N16/81
★E1701	1Ed. 8/4/84	NEW CHART	(DMAHTC) N44/84
★E1702	1Ed. 7/21/79	NEW CHART	(DMAHTC) N37/79
E1702	1Ed. 7/21/79 Add	LAST NM 37/79 Depth 120 fathoms "Rep (1984)"	(NVS7391/85) 19/85 9°29.4′N 160°58.0′W
★E1703	1Ed. 5/7/83 Add	NEW CHART Legend "(Correct through NM 19/83)" in lower left margin of chart	(DMAHTC) N30/83
★E1704	1Ed. 9/18/82	NEW CHART	(DMAHTC) N48/82
E1705	1Ed. 8/14/82	NEW CHART	(DMAHTC) N46/82

★E1706	1Ed. 5/15/82	NEW CHART	(DMAHTC) N29/82
	Add	Note in lower right margin of chart "NOTE Omega Australia Station G is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal Omega information sources when the station becomes usable for navigation."	
★E1707	1Ed. 3/7/81	NEW CHART	(DMAHTC) N20/81
★E1708	1Ed. 7/22/78	NEW CHART	(DMAHC) N36/78
★E1710	1Ed. 11/18/78	NEW CHART	(DMAHTC) N1/79
★E1712	1Ed. 5/14/83	NEW CHART	(DMAHTC) N31/83
	Add	Legend "(Correct through NM 20/83)" in lower left margin of chart	
★E1801	1Ed. 8/25/79	NEW CHART	(RS2867/77; US CH 505) N43/79
	Substitute	Depth 940 fathoms for 40 fathoms and delete enclosing depth contours of less than 1000 fathoms	2°14′N 174°32′W
	Add	Depth 820 fathoms	2°10′N 174°32′W
E1801	1Ed. 8/25/79	LAST NM 43/79	(NVS6728/82) N29/83
	Delete	Danger circle "Br Rep (1945)"	1°59′S 174°51′W
★E1802	1Ed. 9/8/79	NEW CHART	(DMAHTC) N44/79
★E1803	1Ed. 8/4/79	NEW CHART	(DMAHTC) N42/79
★E1804	1Ed. 8/7/82	NEW CHART	(DMAHTC) N46/82
★E1806	1Ed. 2/14/81	NEW CHART	(DMAHTC) N17/81
★E1810	1Ed. 9/2/78	NEW CHART	(DMAHTC) N46/78
★E1811	1Ed. 3/28/81	NEW CHART	(DMAHTC) N23/81

★E1812	1Ed. 7/21/79	NEW CHART	(DMAHTC) N38/79
★E1901	1Ed. 9/22/79	NEW CHART	(DMAHTC) N45/79
★E1902	1Ed. 6/23/79	NEW CHART	(DMAHTC) N34/79
E1902	1Ed. 6/23/79	LAST NM 34/79	(NVS6210/80) N36/80
	Add	Danger circle "Breakers (rep 1980)"	6°33.8′N 177°33.0′E
E1902	1Ed. 6/23/79	LAST NM 36/80	(5(145)78 Tokyo) N34/81
	Add	Depth 7 fathoms "Rep (1978)"	7°07′N 172°45′E
★E1903	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
★E1904	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
★E1905	1Ed. 6/23/79	NEW CHART	(DMAHTC) N33/79
★E1906	1Ed. 7/21/79	NEW CHART	(DMAHTC) N39/79
E1906	1Ed. 7/21/79	LAST NM 39/79	(NVS6759/82) N40/82
	Delete	Depth 30 fathoms "Rep (1964)"	30°24.4′N 178°10.6′E
★E1906	1Ed. 7/21/79	LAST NM 40/82	(NVS6825/82) N1/83
	Delete	Depth 145 fathoms "Rep (1965)"	31°05.5′N 175°54.5′E
	Substitute	Depth 148 fathoms for 155 fathoms "Rep (1976)"	31°02.1′N 175°52.7′E
E1906	1Ed. 7/21/79	LAST NM 1/83	(DMAHTC) N39/83
	Relocate	Latitude designation 30′ (29°40′N 177°03′E) to	29°30′N 177°03′E
E1906	1Ed. 7/21/79	LAST NM 39/83	(NVS7424/85) N16/85
	Add	Depth 141 fathoms	29°48.1′N 179°04.8′E
★E1910	1Ed. 5/2/81	NEW CHART	(DMAHTC) N30/81
★E1911	1Ed. 6/20/81	NEW CHART	(DMAHTC) N32/81
★E1912	1Ed. 8/14/82	NEW CHART	(DMAHTC) N46/82
	Delete	Note "OMEGA"...1982." in lower right margin of chart	

★E1913	1Ed. 5/29/82	NEW CHART	(DMAHTC) N29/82
	Add	Note in upper left margin of chart "NOTE Omega Australia Station G is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal Omega information sources when the station becomes usable for navagation."	
★E2001	1Ed. 6/11/83	NEW CHART	(DMAHTC) N37/83
	Delete	Rock which does not cover (PD) (Previously published 36/83)	0°28.5′S 167°12.2′E
	Add	Dotted-line circle with legend "Shoal (rep 1895)" (ED) (Previously published 36/83)	0°27.7′S 167°14.9′E
★E2002	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E2002	1Ed. 8/11/79	LAST NM 42/79	(NVS7373/84) N2/85
	Add	Danger circle "Breakers Rep (1981)"	6°19.0′N 169°06.0′E
★E2003	1Ed. 8/25/79	NEW CHART	(DMAHTC) N43/79
★E2008	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
★E2009	1Ed. 8/28/82	NEW CHART	(DMAHTC) N47/82
E2009	1Ed. 8/28/82	LAST NM 47/82	(DMAHTC) N41/83
	Change	Line 3 of Omega note in upper left margin of chart to "USE DMAHTC PUBS 224(103-C) A, C, D, E, G and H" Line 6 of Omega note in upper left margin of chart to "Stations: (A-Norway) (C-Hawaii) (D-N.Dakota) (E-Reunion) (G-Australia) (H-Japan)"	
★E2010	1Ed. 8/28/82	NEW CHART	(DMAHTC) N47/82
★E2011	1Ed. 6/20/81	NEW CHART	(DMAHTC) N32/81
E2011	1Ed. 6/20/81	LAST NM 32/81	(NVS6800/82) 47/82
	Delete	Depth 3 fathoms 1 foot	55°49.0′N 162°24.0′E

E2011	1Ed. 6/20/81	LAST NM 47/82	(USSR CH 1087) N6/83
	Add	Depth 7 fathoms "Rep (1964)"	55°35′N 165°01′E
★E2012	1Ed. 8/21/82	NEW CHART	(DMAHTC) N46/82
	Delete	Note "OMEGA...1982." in lower right margin of chart	
★E2013	1Ed. 6/19/82	NEW CHART	(DMAHTC) N33/82
★E2102	1Ed. 8/11/79	NEW CHART	(DMAHTC) N41/79
	Delete	Small purple circles within 100-fathom curve centered	7°25′N 151°50′E
		Purple circles	6°49′N 158°10′E
			6°50′N 158°17′E
			6°51′N 158°20′E
			5°17′N 153°40′E
			8°10′N 154°16′E
E2102	1Ed. 8/11/79	LAST NM 41/79	(NVS7125/83) N52/83
	Add	Danger circle "Unexploded ordnance" (PA)	5°24.3′N 153°51.1′E
E2102	1Ed. 8/11/79	LAST NM 52/83	(NVS7161/84) N31/85
	Add	Legend "Islets lie 2.8 miles SW" to islets	8°34.5′N 151°22.0′E
★E2108	1Ed. 9/29/79	NEW CHART	(DMAHTC) N2/80
★E2109	1Ed. 7/11/81	NEW CHART	(DMAHTC; NVS6455/81) N35/81
	Add	Dashed-line circle "Volcanic activity rep (1978)"	46°06′N 151°30′E
E2109	1Ed. 7/11/81	LAST NM 35/81	(HNNM7495/85) N29/85
	Add	Depth 42 fathoms (PA)	48°18.9′N 154°29.8′E
★E2110	1Ed. 7/25/81	NEW CHART	(DMAHTC; US CH 96028) N38/81
	Add	Depth 36 fathoms	50°29′N 157°32′E
		R Bn at light	51°29′N 156°30′E
E2110	1Ed. 7/25/81	LAST NM 38/81	(US CH 96880) N50/83
	Delete	Depth 18 fathoms	49°43.2′N 154°05.3′E
	Add	Rock which covers and uncovers with legend "(uncovers 2 ft)"	49°42.7′N 154°07.2′E
		Islet with legend "Skala Avos' (115ft above mean sea level)"	49°42.2′N 154°06.9′E

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E2110	(Continued)		N50/83
	Add	Dotted-line circle enclosing above rock and islet	
E2110	1Ed. 7/25/81	LAST NM 50/83	(29(1897)83 Taunton) N43/84
	Delete	Depths 2 fathoms 4 feet	49°36.5′N 154°27.7′E
		8 fathoms	49°48.8′N 155°11.8′E
		6 fathoms	49°37.1′N 156°18.0′E
★E2111	1Ed. 9/3/83	NEW CHART	(DMAHTC; USSR CH 1087) N49/83
	Delete	Light	53°13.5′N 159°45.1′E
★E2112	1Ed. 6/25/83	NEW CHART	(DMAHTC) N37/83
★E2113	1Ed. 7/23/83	NEW CHART	(DMAHTC) N38/83
	Delete	R Bn	59°30.3′N 150°33.0′E
★E2116	1Ed. 6/12/82	NEW CHART	(DMAHTC) N37/82
★E2201	1Ed. 7/7/79	NEW CHART	(DMAHTC) N34/79
E2201	1Ed. 7/7/79	LAST NM 34/79	(26(384)81 Sydney) N34/81
	Add	Depth 204 fathoms "Rep (1981)"	1°32′S 148°59′E
E2201	1Ed. 7/7/79	LAST NM 34/81	(NVS7271/84) N25/84
	Add	Depth 252 fathoms "Rep (1984)"	1°55.8′S 142°25.4′E
E2201	1Ed. 7/7/79	LAST NM 25/84	(21(361)84 Sydney) N5/85
	Add	Depths 300 fathoms "Rep (1984)"	2°35.0′S 146°12.5′E
		370 fathoms "Rep (1984)"	2°12.5′S 145°05.8′E
		312 fathoms "Rep (1984)"	3°00.0′S 147°48.0′E
E2201	1Ed. 7/7/79	LAST NM 5/85	(6(91)85 Sydney) 17/85
	Add	Depth 157 fathoms "Rep (1984)"	2°44.1′S 146°57.1′E
★E2201	1Ed. 7/7/79	LAST NM 17/85	(HNNM7682/86) N7/86
	Add	Depth 380 fathoms	1°22.2′S 144°43.0′E
		295 fathoms (PA)	2°08.0′S 145°05.5′E
★E2202	1Ed. 6/23/79	NEW CHART	(DMAHTC) N33/79
E2202	1Ed. 6/23/79	LAST NM 33/79	(35(2296)84 Taunton) N44/84
	Add	Depth 22 fathoms "Rep (1984)"	7°17.1′N 146°54.3′E
★E2209	1Ed. 6/27/81	NEW CHART	(DMAHTC) N42/81

E2209	1Ed. 6/27/81	LAST NM 42/81	(NVS7001/83) N35/83
	Delete	Depth 25 fathoms	45°46.2′N 143°42.7′E
E2209	1Ed. 6/27/81	LAST NM 35/83	(1(27 I-12)85 Leningrad) N49/85
	Delete	Purple dashed line joining	48°41.4′N 144°30.9′E
			48°20.1′N 144°30.9′E
			48°18.1′N 144°37.1′E
	Add	Purple dashed-line arc of circle, radius 12 miles, centered lesser arc between	48°30.2′N 144°37.6′E
			48°41.4′N 144°30.9′E
			48°18.1′N 144°37.1′E
★**E2210**	1Ed. 5/28/83	NEW CHART	(DMAHTC) N31/83
	Add	Legend "(Correct through NM 22/83)" in lower left margin of chart	
★**E2211**	1Ed. 7/23/83	NEW CHART	(DMAHTC) N45/83
★**E2212**	1Ed. 7/1/78	NEW CHART	(DMAHC) N34/78
★**E2215**	1Ed. 4/11/81	NEW CHART	(DMAHTC) N23/81
★**E2217**	1Ed. 12/19/81	NEW CHART	(DMAHTC) N13/82
★**E2301**	1Ed. 7/28/79	NEW CHART	(DMAHTC) N39/79
E2301	1Ed. 7/28/79	LAST NM 39/79	(40(434)80 Jakarta) N52/80
	Add	"Explosives Dumping Area" bound by purple dashed line joining	0°40′S 136°20′E
			0°40′S 136°25′E
			0°45′S 136°25′E
			0°45′S 136°20′E
★**E2302**	1Ed. 9/1/79	NEW CHART	(RS2791/77) N45/79
	Delete	Depth 15 fathoms	9°51.3′N 139°57.5′E
	Add	Depth 2 fathoms 3 feet	9°48′27″N 139°57′52″E
E2302	1Ed. 9/1/79	LAST NM 45/79	(NVS7086/83) N45/83
	Relocate	Tobi Island close W to	3°00.4′N 131°07.4′E
★**E2307**	1Ed. 7/18/81	NEW CHART	(DMAHTC) N36/81

E2307	1Ed. 7/18/81	LAST NM 36/81	(51(1570)84 Tokyo) N4/85
	Change	Light to Oc(2) 15M	35°33.0′N 135°40.0′E
★E2308	1Ed. 6/19/82	NEW CHART	(DMAHTC; US LL) N34/82
	Change	Visibility (range) of lights to 13M	42°20.9′N 139°46.8′E
		13M	42°13.7′N 139°49.0′E
		13M	42°08.2′N 139°56.0′E
★E2309	1Ed. 6/19/82	NEW CHART	(DMAHTC; US LL) N33/82
	Change	Light to Iso 16M R Bn	47°19.0′N 138°59.5′E
★E2316	1Ed. 8/1/81	NEW CHART	(DMAHTC) N38/81
E2316	1Ed. 8/1/81	LAST NM 38/81	(NVS6537/81) N51/82
	Delete	Depth 60 fathoms "(rep 1969)" (PA)	71°41′N 18°00′E
★E2317	1Ed. 6/12/82	NEW CHART	(DMAHTC; NVS6723/82) N34/82
	Add	Legend "(PA)"	76°33′N 25°27′E
★E2401	1Ed. 9/1/79	NEW CHART	(DMAIndCH;19,28/79Tntn; NV5046/79;41(424)77Jarkarta) N44/79
	Relocate	Light 1 mile W to	1°23.6′N 125°09.8′E
	Substitute	Depth 9 fathoms "Rep (1974)" (PA) for 15 fathoms "Rep (1975)"	2°14.2′S 129°46.7′E
	Change	Visibility (range) of light to 15M	1°30.0′N 124°50.0′E
	Add	Depths 138 fathoms in	0°37.3′N 128°49.7′E
		25 fathoms "Rep (1977)"	2°00.0′S 125°18.1′E
E2401	1Ed. 9/1/79	LAST NM 44/79	(33(1975, 1976)79 Taunton) N5/80
	Add	Dangerous submerged rock (ED)	2°15.5′S 122°48.8′E
		Depth 218 fathoms "Rep (1979)"	1°12.3′S 129°10.0′E
E2401	1Ed. 9/1/79	LAST NM 5/80	(29(1595)80 Taunton) N37/80
	Add	Depths 117 fathoms "Rep (1980)"	0°18.1′N 129°42.0′E
		159 fathoms "Rep (1980)"	0°22.0′N 129°41.5′E
E2401	1Ed. 9/1/79	LAST NM 37/80	(39(422)80 Jakarta) N52/80
	Add	"Explosives Dumping Area" bound by purple dashed line joining	1°35′N 124°30′E
			1°35′N 124°35′E
			1°40′N 124°35′E
			1°40′N 124°30′E

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E2401	(Continued)		N52/80
	Add	joining	1°16′N 125°23′E
			1°16′N 125°28′E
			1°13′N 125°28′E
			1°13′N 125°23′E
E2401	1Ed. 9/1/79	LAST NM 52/80	(10(566)81 Taunton) N17/81
	Add	Depth 90 fathoms enclosed by depth contour (100-fathom)	2°49.0′S 125°41.0′E
E2401	1Ed. 9/1/79	LAST NM 17/81	(48(2413)76 Taunton) N23/82
	Add	Depth 55 fathoms "Rep (1976)"	0°07.5′N 129°01.5′E
E2401	1Ed. 9/1/79	LAST NM 23/82	(10(611)82 Taunton) N36/82
	Add	Depth 19 fathoms	2°00.5′S 124°11.4′E
E2401	1Ed. 9/1/79	LAST NM 36/82	(31(2029)83 Taunton) N39/83
	Add	Light Fl 20M	1°19.4′N 125°04.1′E
E2401	1Ed. 9/1/79	LAST NM 39/83	(12(857, 858)85 Taunton) N21/85
	Add	Lighs Fl R 8M	2°03.5′S 125°59.3′E
		Fl(2) 15M	1°31.4′S 128°44.9′E
E2401	1Ed. 9/1/79	LAST NM 21/85	(17(1022)82, 34(2273)85 Taunton) N42/85
	Delete	Depth 35 fathoms	2°03.0′N 125°16.1′E
	Add	Depths 32 fathoms "Rep (1985)"	2°03.1′N 125°16.4′E
		35 fathoms "Rep (1982)"	2°05.0′N 125°15.8′E
		34 fathoms "Rep (1976)"	2°03.3′N 125°15.0′E

★E2403	1Ed. 5/29/82	NEW CHART	(DMAHTC) N32/82
E2403	1Ed. 5/29/82	LAST NM 32/82	(NVS7196/84) N10/84
	Add	Depth 30 fathoms "Rep (1984)"	13°06.4′N 122°10.6′E

★E2404	1Ed. 5/29/82	NEW CHART	(DMAHTC; US LL) N29/82
	Change	Light to Al Fl WR 5s 25M	18°34.0′N 122°07.5′E
E2404	1Ed. 5/29/82	LAST NM 29/82	(BA RA) N39/83
	Delete	R Bn (AERO)	18°10.7′N 120°31.4′E
E2404	1Ed. 5/29/82	LAST NM 39/83	(Twn CH 0307) N12/84
	Substitute	Islet for danger circle and purple circle	21°45.8′N 120°49.0′E
E2404	1Ed. 5/29/82	LAST NM 12/84	(NVS7381/85) N4/85
	Delete	Depth 7 fathoms	21°11.5′N 120°53.0′E

★E2405	1Ed. 8/21/82	NEW CHART	(DMAHTC; Jpn LL; Cna LL) N40/82
	Delete	Light	27°19.5′N 128°34.2′E
		Legend "Fl(2) 22M"	27°23.4′N 128°27.5′E
		Note "OMEGA...operation" in lower right margin of chart	
	Change	Light to Fl(3) 11M	26°22.8′N 120°29.7′E
		Visibility (range) of lights to 24M	26°44.8′N 128°19.8′E
		19M	27°52.7′N 128°53.6′E
		18M	27°26.8′N 128°42.0′E
			27°53.3′N 128°58.3′E
E2405	1Ed. 8/21/82	LAST NM 40/82	(Jpn LL) N42/82
	Change	Visibility (range) of light to 18M (See 40/82-E2405)	27°53.3′N 128°58.3′E
E2405	1Ed. 8/21/82	LAST NM 42/82	(41(1199)82 Tokyo) N48/82
	Delete	Depths 11 fathoms "Rep (1962)"	27°20.6′N 129°07.5′E
		8 fathoms 4 feet "Rep (1962)"	27°18.5′N 129°06.3′E
		15 fathoms "ED Rep (1960)"	27°15.0′N 129°02.1′E
		15 fathoms "Rep (1955)"	27°12.8′N 127°29.0′E
		5 fathoms 5 feet "Rep (1961)"	26°55.0′N 127°30.4′E
		5 fathoms "Rep (1961)"	26°49.8′N 127°29.2′E
		7 fathoms "Rep (1960)"	25°04.0′N 126°12.5′E
E2405	1Ed. 8/21/82	LAST NM 48/82	(35(2255)83 Taunton) N42/83
	Delete	Sonar confirmed non-submarine contact symbol	25°10.4′N 121°22.5′E
E2405	1Ed. 8/21/82	LAST NM 42/83	(3(76)84 Tokyo) N10/84
	Delete	Depth 10 fathoms "Rep (1968)"	26°05.4′N 128°10.0′E
E2405	1Ed. 8/21/82	LAST NM 10/84	(15/84 Tso-ying) N25/84
	Add	Wreck	24°36.9′N 121°55.2′E
E2405	1Ed. 8/21/82	LAST NM 25/84	(26(844)84 Tokyo) N36/84
	Add	Dangerous submerged rock (ED)	27°47′N 125°14′E
E2405	1Ed. 8/21/82	LAST NM 36/84	(31(2044)84 Taunton) 39/84
	Add	Depth 10 fathoms 5 feet Wk (unsurveyed) (PA)	27°00.0′N 121°11.0′E
E2405	1Ed. 8/21/82	LAST NM 39/84	(38(1214)84 Tokyo) N50/84
	Delete	Depth 12 fathoms "Rep (1946)"	25°40.1′N 127°35.2′E
E2405	1Ed. 8/21/82	LAST NM 50/84	(48(1501)84 Tokyo) N3/85
	Delete	Dangerous submerged rock (ED) (Supersedes N36/84-E2405)	27°47′N 125°14′E

E2405	1Ed. 8/21/82	LAST NM 3/85	(NVS7392/85) N8/85
	Add	Depths 265 fathoms "Rep (1984)" (PA)	24°16.0′N 122°42.3′E
		279 fathoms "Rep (1984)" (PA)	24°34.0′N 122°53.5′E
E2405	1Ed. 8/21/82	LAST NM 8/85	(8(195)85 Tokyo) N15/85
	Change	Light to Iso 21M	24°36.4′N 124°19.0′E
E2405	1Ed. 8/21/82	LAST NM 15/85	(10(251)85 Tokyo) N17/85
	Change	Light to Iso 18M	24°28.0′N 123°48.9′E
E2405	1Ed. 8/21/82	LAST NM 17/85	(NVS7436/85) N18/85
	Add	Buoys, each Mo(U) 16s	
		"1"	27°06.0′N 129°23.0′E
		"2"	27°18.8′N 129°16.8′E
		"3"	27°12.1′N 129°38.7′E
		"4"	26°52.8′N 129°29.3′E
		"5"	27°00.5′N 129°08.5′E
		Submarine cable between	27°06.0′N 129°23.0′E
			26°38.9′N 128°21.1′E
E2405	1Ed. 8/21/82	LAST NM 18/85	(NVS7449/85) 19/85
	Add	Depth 293 fathoms "Rep (1985)" (PA)	24°10.6′N 122°37.3′E
E2405	1Ed. 8/21/82	LAST NM 19/85	(HNNM7471/85) N25/85
	Substitute	Depth 41 fathoms "Rep (1985)" for	
		53 fathoms "Rep (1965)"	27°50′30″N 128°02′18″E
E2405	1Ed. 8/21/82	LAST NM 25/85	(27(825)85 Tokyo) N33/85
	Delete	Depths	
		14 fathoms "Rep (1978)"	28°07′N 126°47′E
		24 fathoms "Rep (1945)"	27°11′N 126°08′E
		9 fathoms 5 feet "(Rep 1946)"	25°35′N 126°13′E
E2405	1Ed. 8/21/82	LAST NM 33/85 (29(1911)85 Taunton; HNNM7522/85) N37/85	
	Add	Depths 62 fathoms	24°33.0′N 122°13.8′E
		258 fathoms "Rep (1985)" (PA)	28°33.7′N 128°11.5′E
E2405	1Ed. 8/21/82	LAST NM 37/85	(47(1402)85 Tokyo) N2/86
	Substitute	Depth 78 fathoms for 94 fathoms	28°52.5′N 129°32.0′E
E2405	1Ed. 8/21/82	LAST NM 2/86	(50(1466)85 Tokyo) N8/86
	Change	Light to Iso 19M	26°42.0′N 128°01.0′E

★**E2406**	1Ed. 6/26/82	NEW CHART	(DMAHTC; US LL) N33/82
	Change	Light to Iso, F 14M	32°46.0′N 128°39.0′E
E2406	1Ed. 6/26/82	LAST NM 33/82	(NVS6791/82) N45/82
	Add	Depth 174 fathoms	30°11′12″N 129°37′15″E
E2406	1Ed. 6/26/82	LAST NM 45/82	(2(24)83 Seoul) N9/83
	Change	Fog signal to SIREN at light	34°47.0′N 125°47.4′E
E2406	1Ed. 6/26/82	LAST NM 9/83	(9(52)85 China) N27/85
	Add	Danger circle "Unexploded Ordnance"	29°38.0′N 122°46.3′E

E2406	1Ed. 6/26/82	LAST NM 27/85	(Jpn CH 1212) N52/85
	Add	Depth 19 fathoms	33°18.1′N 129°01.4′E
E2406	1Ed. 6/26/82	LAST NM 52/85	(Jpn CH 1212) N7/86
	Add	Depth 19 fathoms	32°59.3′N 128°44.8′E
★E2417	1Ed. 6/26/82	NEW CHART	(DMAHTC) N35/82
★E2501	1Ed. 8/11/79	NEW CHART	(DMAHTC) N40/79
E2501	1Ed. 8/11/79	LAST NM 40/79	(NVS4066/79; 30(1657)80 Taunton) N36/80
	Delete	Depths 12 fathoms	1°10.0′N 119°07.5′E
		14 fathoms	1°08.0′N 119°06.0′E
	Add	Depths 21 fathoms	1°18.4′N 119°00.6′E
		11 fathoms	1°21.6′N 118°59.5′E
		11 fathoms	1°10.1′N 119°06.3′E
E2501	1Ed. 8/11/79	LAST NM 36/80	(NVS6436/81) N29/81
	Delete	Legend "Breakers Rep (1950)"	2°57′S 118°17′E
E2501	1Ed. 8/11/79	LAST NM 29/81	(NVS7123/83) N51/83
	Add	Depths 12 fathoms	2°57.8′S 118°22.1′E
		10 fathoms 3 feet	2°42.6′S 118°11.3′E
		9 fathoms 3 feet	2°40.6′S 118°09.2′E
E2501	1Ed. 8/11/79	LAST NM 51/83	(11(99)84 Jakarta) N21/84
	Add	Danger circle with legend "Unexploded Ordnance (rep 1984)"	0°15.0′S 119°00.0′E
E2501	1Ed. 8/11/79	LAST NM 21/84	(NVS7392/85) N8/85
	Add	Depth 40 fathoms "Rep (1984)" (PA)	0°06.5′N 117°42.5′E
E2501	1Ed. 8/11/79	LAST NM 8/85	(44(389)84 Jakarta) N9/85
	Add	Danger circle "Obstr"	0°40.0′S 119°01.8′E
★E2502	1Ed. 9/24/83	NEW CHART	(DMAHTC; BA LL) N49/83
	Change	Lights to Fl(2) 10M	6°57.1′N 113°35.2′E
		Fl(4) 20M	5°34.8′N 119°13.0′E
E2502	1Ed. 9/24/83	LAST NM 49/83	(BA LL) N51/83
	Change	Light to Fl(4) 20M (See N49/83-E2502)	5°24.8′N 119°13.0′E
E2502	1Ed. 9/24/83	LAST NM 51/83	(NVS7290/84) N33/84
	Delete	Depth 3 fathoms, blue tint, enclosing depth contour and legend "Owen Shoal ED" in vicinity	8°09′N 111°59′E

E2502	1Ed. 9/24/83	LAST NM 33/84	(HNNM7516/85) N32/85
	Add	Depth 122 fathoms "Rep (1984)	5°47.3′N 119°51.5′E

★E2602	1Ed. 6/25/83	NEW CHART	(DMAHTC; US RA) N37/83
	Delete	R Bns (AERO)	5°23′N 103°06′E
			6°09′N 102°17′E
			7°11′N 100°36′E
			8°29′N 99°57′E
E2602	1Ed. 6/25/83	LAST NM 37/83	(NVS7025/83) N39/83
	Add	Depth 7 fathoms "Rep (1983)"	9°43′N 109°07′E
E2602	1Ed. 6/25/83	LAST NM 39/83	(24(1610)85 Taunton) N33/85
	Add	Depth 53 fathoms	8°21.0′N 109°53.0′E

★E2701	1Ed. 6/30/79	NEW CHART	(DMAHTC) N35/79
E2701	1Ed. 6/30/79	LAST NM 35/79	(NVS6266/80) N52/80
	Delete	Stranded wreck	1°03′N 98°19′E
E2701	1Ed. 6/30/79	LAST NM 52/80	(43(463)80 Jakarta) N5/81
	Add	"Explosives Dumping Area" bound by purple dashed line joining	0°57′S 99°41′E
			0°57′S 99°46′E
			1°00′S 99°46′E
			1°00′S 99°41′E
E2701	1Ed. 6/30/79	LAST NM 5/81	(12(846)85 Taunton) N21/85
	Add	Light Fl 12M	2°32.8′S 101°05.0′E

★E2702	1Ed. 8/11/79	NEW CHART	(DMAHTC; 12(752)79 Taunton) N42/79
	Add	Depths 5 fathoms 3 feet in	5°52′N 94°50′E
		41 fathoms	5°32′N 94°56′E
		27 fathoms	4°59′N 95°05′E
E2702	1Ed. 8/11/79	LAST NM 42/79	(16(360)83 Tokyo) N42/83
	Add	Depth 3 fathoms 5 feet "Rep (1983)" (PA)	5°49.5′N 95°11.6′E
E2702	1Ed. 8/11/79	LAST NM 42/83	(Indo CH 6) N18/84
	Add	"Explosives Dumping Ground" bound by purple dashed-line circle, radius 1.25 miles, centered	5°57.3′N 95°06.5′E
E2702	1Ed. 8/11/79	LAST NM 18/84	(NVS7270/84) N25/84
	Add	Depth 28 fathoms "Rep (1984)" (PA)	6°03.8′N 94°49.8′E
E2702	1Ed. 8/11/79	LAST NM 25/84	(BA LL) N41/84
	Change	Light to Fl(3) 10M	8°38.0′N 97°38.3′E

E2702	1Ed. 8/11/79	LAST NM 41/84	(51(3377)84 Taunton) N7/85
	Add	Light Fl(3) 40M	6°04.5′N 95°06.8′E
★E2703	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E2703	1Ed. 8/11/79	LAST NM 42/79	(14(348)84 Dehra Dun) N36/84
	Add	Light Fl 10M	12°55.6′N 92°59.4′E
★E2801	1Ed. 9/15/79	NEW CHART	(DMAHTC) N45/79
★E2802	1Ed. 7/7/79	NEW CHART	(DMAHTC) N35/79
E2802	1Ed. 7/7/79	LAST NM 35/79	(US RA) N48/81
	Delete	R Bn (AERO)	6°00.0′N 80°20.0′E
★E2803	1Ed. 1/21/84	NEW CHART	(DMAHTC; BA LL) N13/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
	Change	Visibility (range) of light to 24M	15°47.5′N 80°59.0′E
E2803	1Ed. 1/21/84	LAST NM 13/84	(7(183)84 Dehra Dun) N25/84
	Add	Danger circle with legend "Unexploded Ordnance (rep 1983)	15°53.0′N 85°55.0′E
E2803	1Ed. 1/21/84	LAST NM 25/84	(1(48)85 Dehra Dun) N8/85
	Add	Danger circle with legend "Unexploded ordnance (rep 1984)"	16°26.0′N 82°21.5′E
E2803	1Ed. 1/21/84	LAST NM 8/85	(7(192)85 Dehra Dun) N26/85
	Change	Light to Fl(2) 18M	10°45.9′N 79°50.8′E
E2803	1Ed. 1/21/84	LAST NM 26/85	(11(296)85 Dehra Dun) N41/85
	Add	Danger circle "Unexploded Ordnance"	16°12.5′N 86°10.0′E
★E2804	1Ed. 12/3/83	NEW CHART	(DMAHTC) N16/84
	Delete	Omega note "All users...propagation paths." in upper left margin of chart	
E2804	1Ed. 12/3/83	LAST NM 16/84	(9(226)84 Dehra Dun) N25/84
	Add	Danger circle with legend "Unexploded Ordnance (rep 1983)"	17°48.0′N 84°05.0′E
E2804	1Ed. 12/3/83	LAST NM 25/84	(3(111)85 Dehra Dun) N13/85
	Add	Danger circles with legend "Unexploded Ordnance (rep 1985)"	17°28.0′N 83°52.5′E 17°28.6′N 83°50.0′E

E2804	1Ed. 12/3/83	LAST NM 13/85	(11(296)85 Dehra Dun) N41/85
	Add	Danger circle "Unexploded Ordnance"	17°09.0′N 83°51.5′E

★E2901	1Ed. 7/21/79	NEW CHART	(DMAHTC) N37/79
E2901	1Ed. 7/21/79	LAST NM 37/79	(US CH 703) N32/81
	Substitute	Depth 178 fathoms "Rep (1977)" for 325 fathoms "Rep (1977)"	1°41′N 73°11′E
E2901	1Ed. 7/21/79	LAST NM 32/81	(BA CH 66c) N49/83
	Add	Depth 192 fathoms "Rep (1967)"	0°24.6′S 73°25.1′E
E2901	1Ed. 7/21/79	LAST NM 49/83	(16(418)85 Dehra Dun; BA CH 66B) N51/85
	Add	Light symbols	2°06.8′N 73°35.2′E
			2°01.2′N 73°22.4′E
			2°19.5′N 73°19.0′E
			2°30.9′N 73°19.0′E
			2°41.0′N 72°53.0′E
			2°45.5′N 73°23.8′E

★E2902	1Ed. 7/29/78	NEW CHART	(DMAHTC) N38/78
E2902	1Ed. 7/29/78	LAST NM 38/78	(NVS6199/80) N35/80
	Add	Depth 200 fathoms "Rep (1980)"	4°37.5′N 75°35.7′E
E2902	1Ed. 7/29/78	LAST NM 35/80	(US RA) N4/83
	Add	R Bn at light	8°16.1′N 73°01.9′E
E2902	1Ed. 7/29/78	LAST NM 4/83	(BA RA) N10/84
	Delete	R Bn (AERO)	7°11.0′N 79°53.1′E
E2902	1Ed. 7/29/78	LAST NM 10/84	(16(418)85 Dehra Dun; BA CH 66B) N51/85
	Add	Light symbols	3°00.5′N 73°00.5′E
			3°05.5′N 73°37.5′E
			3°06.5′N 72°52.0′E
			3°18.4′N 72°59.5′E
			3°27.9′N 73°45.0′E
			3°40.5′N 73°24.5′E
			3°31.0′N 73°16.5′E
E2902	1Ed. 7/29/78	LAST NM 51/85	(43(2861)85 Taunton) N2/86
	Add	Depth 49 fathoms "Rep (1985)"	7°38.5′N 72°43.0′E

★E2903	1Ed. 8/26/78	NEW CHART	(DMAHTC) N46/78

E2903	1Ed. 8/26/78	LAST NM 46/78	((379),(545),(672)79, (534)80 Dehra Dun; NVS6411/81) N32/81
	Add	Purple dashed-line circles "Unexploded Ordnance" (PA)	14°32.0′N 73°10.0′E
			14°00.0′N 72°30.0′E
			15°50.0′N 72°35.0′E
			15°49.0′N 72°24.0′E
			16°02.0′N 72°10.0′E
			15°52.0′N 72°37.5′E
E2903	1Ed. 8/26/78	LAST NM 32/81	(NVS7032/83) N40/83
	Add	Depth 285 fathoms "Rep (1983)" (PA)	11°45.2′N 73°02.0′E
E2903	1Ed. 8/26/78	LAST NM 40/83	(11(265)84 Dehra Dun) N31/84
	Add	Light Fl(3) 8M (PA)	11°41.8′N 72°42.5′E
E2903	1Ed. 8/26/78	LAST NM 31/84	(12(289-291)84 Dehra Dun) N33/84
	Change	Light to Fl 8M (PA)	11°07.1′N 72°44.3′E
	Add	Lights Q(9) 9M (PA)	11°36.0′N 72°11.1′E
		Fl(4) 8M (PA)	11°15.0′N 72°47.3′E
★E2904	1Ed. 7/28/79	NEW CHART	(DMAHTC) N41/79
★E3001	1Ed. 8/8/81	NEW CHART	(DMAHTC) N39/81
★E3002	1Ed. 8/15/81	NEW CHART	(DMAHTC) N42/81
★E3004	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E3004	1Ed. 8/11/79	LAST NM 42/79	(NVS6481/81) N37/81
	Delete	Depths 153 fathoms	19°46.3′N 58°54.8′E
		142 fahoms	19°52.5′N 58°58.5′E
		65 fathoms	19°58.5′N 59°02.5′E
		52 fathoms	20°04.5′N 59°06.4′E
		65 fathoms	20°24.7′N 59°17.7′E
E3004	1Ed. 8/11/79	LAST NM 37/81	(NVS7141/83) N1/84
	Change	Legend "Rep (1976)" charted against 9-fathom depth to "Rep (1975) PA"	19°16.8′N 58°12.5′E
E3004	1Ed. 8/11/79	LAST NM 1/84	(BA LL) N9/85
	Change	Light to Fl 16M Racon	22°30.0′N 59°48.0′E
E3004	1Ed. 8/11/79	LAST NM 9/85	(HNNM0005/85) N38/85
	Add	Depths 100 fathoms	22°36.6′N 59°37.9′E
		300 fathoms	22°36.8′N 59°38.0′E
		400 fathoms	22°37.0′N 59°38.1′E
		550 fathoms	22°37.4′N 59°38.3′E

★E3005	1Ed. 9/1/79	NEW CHART	(DMAHTC; 2(123)79 Taunton) N44/79
	Add	Depths 92 fathoms in	25°19.1′N 57°54.8′E
		94 fathoms	25°18.9′N 57°57.0′E
E3005	1Ed. 9/1/79	LAST NM 44/79	(NVS6271/80) 1/81
	Add	Depth 49 fathoms (ED)	23°07′N 66°47′E
E3005	1Ed. 9/1/79	LAST NM 1/81	(NVS6328/81) N11/81
	Delete	Depth 49 fathoms (ED) (Supersedes N1/81-E3005)	23°07′N 66°47′E
E3005	1Ed. 9/1/79	LAST NM 11/81	(NVS6769/82) N42/82
	Add	Wreck (PA)	25°23′N 57°05′E
E3005	1Ed. 9/1/79	LAST NM 42/82	(US RA) N28/84
	Delete	R Bns	24°56.1′N 66°56.1′E
		(AERO)	24°48.0′N 66°58.2′E
		(AERO)	24°53.5′N 67°10.0′E
E3005	1Ed. 9/1/79	LAST NM 28/84	(DMAHTC) N47/85
	Delete	R Bn (AERO)	25°05.0′N 61°49.0′E
★E3101	1Ed. 7/11/81	NEW CHART	(DMAHTC) N34/81
★E3102	1Ed. 8/15/81	NEW CHART	(DMAHTC) N45/81
★E3103	1Ed. 8/8/81	NEW CHART	(DMAHTC; NVS6381, 6452/81) N40/81
	Add	Depths 26 fathoms	12°13.5′N 54°19.5′E
		84 fathoms "Rep (1981)"	13°07.0′N 51°23.0′E
★E3201	1Ed. 8/8/81	NEW CHART	(DMAHTC) N39/81
★E3203	1Ed. 1/28/84	NEW CHART	(DMAHTC; 3(45)84 Brest; BA LL) N15/84
	Delete	Omega note "All users...propagation paths." in upper left margin of chart	
	Change	Lights to Fl WR 26/22M	12°46.0′N 44°59.5′E
		Oc 23M	12°46.0′N 45°03.7′E
	Add	Wreck (PA)	12°08.1′N 43°39.0′E
		Legend "Oc R 10M" to lights (AERO)	12°52.0′N 45°00.5′E
			12°51.7′N 45°03.0′E
E3203	1Ed. 1/28/84	LAST NM 15/84	(NVS7274/84) N27/84
	Add	Depth 31 fathoms "Rep (1984)" (PA)	12°22.1′N 43°57.5′E

E3203	1Ed. 1/28/84	LAST NM 27/84	(18(1828)84 Hamburg) 29/84
	Substitute	Depth 30 fathoms "Rep (1984)" for 60 fathoms	15°49'N 41°48'E
E3203	1Ed. 1/28/84	LAST NM 29/84	(44(2877)84 Taunton) N50/84
	Add	Depth 153 fathoms	11°34.5'N 44°03.0'E
E3203	1Ed. 1/28/84	LAST NM 50/84	(4(255)84 Taunton) N11/85
	Add	Depth 58 fathoms "Rep (1984)"	14°56.0'N 42°19.6'E
★E3304	1Ed. 2/11/84	NEW CHART	(DMAHTC; 107/83 SPA; BA LL) N17/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
		Lights	19°36.9'N 37°14.5'E
			19°37.5'N 37°18.0'E
			19°39.0'N 37°19.9'E
	Change	Lights to Fl(2) WRG 12-8M Racon	21°41.1'N 38°48.9'E
		Fl(2) 15M	20°54.5'N 37°28.0'E
		Fl 10M	19°24.0'N 37°55.5'E
		Fl 10M	18°50.0'N 38°46.0'E
	Add	Light flare symbol to light dot	16°57.5'N 41°20.5'E
		Light Fl 16M Racon Ra Ref	22°44.7'N 38°37.4'E
E3304	1Ed. 2/11/84	LAST NM 17/84	(44(2876)84 Taunton) N50/84
	Add	Depths 228 fathoms	16°48.9'N 40°54.5'E
		295 fathoms	16°45.8'N 40°56.7'E
E3304	1Ed. 2/11/84	LAST NM 50/84	(HNNM7683/86) N7/86
	Add	Depths 790 meters (PA)	17°33.9'N 40°22.2'E
		541 meters (PA)	17°13.5'N 40°37.1'E
★E3305	1Ed. 2/4/84	NEW CHART	(DMAHTC) N15/84
	Delete	Legend "Exting" from lights	27°27.0'N 34°02.3'E
			27°40.7'N 33°48.0'E
			27°47.0'N 33°41.3'E
			27°58.0'N 34°25.5'E
			27°59.0'N 34°26.9'E
		Omega note "All users...propagation paths." in lower right margin of chart	
	Change	Chart 62220 to 62250 in line D under sounding density diagram in right center margin of chart	
E3305	1Ed. 2/4/84	LAST NM 15/84	(36(2361)84 Taunton) N44/84
	Add	Dangerous submerged rock "Reef Rep (1984)"	23°33.1'N 36°20.0'E

E3305	1Ed. 2/4/84	LAST NM 44/84	(16(1062)85 Taunton) N26/85
	Add	Depth 8 fathoms "Rep (1984)" (PA)	25°32.9′N 35°31.7′E
★E3601	1Ed. 9/15/79	NEW CHART	(DMAHTC; 46(2645)77 Taunton) N44/79
	Relocate	R Bn (AERO) (0°20.2′N 6°44.1′E) to	0°22.6′N 6°42.8′E
★E3602	1Ed. 7/14/79	NEW CHART	(DMAHTC; 20(1109)78 Taunton) N37/79
	Add	R Bn (AERO) (PA)	5°36.6′N 5°11.3′E
★E5102	1Ed. 6/28/80	NEW CHART	(DMAHTC) N34/80
★E5103	1Ed. 7/12/80	NEW CHART	(DMAHTC) N34/80
E5103	1Ed. 7/12/80	LAST NM 34/80	(43(2627)82 Taunton) N3/83
	Delete	Depth 105 fathoms	12°58′S 5°42′W
	Add	Depth 86 fathoms	12°58′S 5°41′W
E5103	1Ed. 7/12/80	LAST NM 3/83	(13(38)84 Brest) N22/84
	Substitute	Depth 63 fathoms for 93 fathoms	12°36.7′S 5°14.7′W
E5103	1Ed. 7/12/80	LAST NM 22/84	(13(38)84 Brest) N25/84
	Substitute	Depth 63 fathoms for 93 fathoms (Cancels N22/84-E5103)	11°36.7′S 5°14.7′W
★E5104	1Ed. 11/26/83	NEW CHART	(DMAHTC) N9/84
★E5105	1Ed. 12/17/83	NEW CHART	(DMAHTC) N10/84
	Delete	Note "All users are...paths." in right lower margin of chart	
★E5202	1Ed. 7/12/80	NEW CHART	(DMAHTC) N39/80
E5202	1Ed. 7/12/80	LAST NM 39/80	(28(1714)82 Taunton) N46/82
	Substitute	Depth 38 fathoms for 52 fathoms	9°43.9′S 12°48.3′W
E5202	1Ed. 7/12/80	LAST NM 46/82	(NVS7266/84) N23/84
	Delete	Depth 140 fathoms "Rep (1956)"	8°25.0′S 16°55.0′W
	Add	Depth 140 fathoms	8°28.8′S 17°04.6′W
★E5203	1Ed. 7/12/80	NEW CHART	(DMAHTC) N39/80

★E5205	1Ed. 1/7/84	NEW CHART	(DMAHTC) N15/84
★E5302	1Ed. 6/28/80	NEW CHART	(DMAHTC) N34/80
★E5303	1Ed. 5/25/85	NEW CHART	(DMAHTC) N40/85
★E5402	1Ed. 6/21/80	NEW CHART	(DMAHTC) N34/80
E5402	1Ed. 6/21/80	LAST NM 34/80	(19(173)80 Rio de Janeiro) N6/81
	Add	Stranded wreck	4°49.1′S 37°03.1′W
E5402	1Ed. 6/21/80	LAST NM 6/81	(NVS6403, 6404/81) N24/81
	Delete	Depth 5 fathoms "Rep (1978)"	4°00′S 36°05′W
	Add	Depth 5 fathoms "Rep (1980)" (PA)	3°58′S 35°48′W
E5402	1Ed. 6/21/80	LAST NM 24/81	(NVS6978/83) N31/83
	Add	Depth 26 fathoms	3°26.1′S 35°02.8′W
E5402	1Ed. 6/21/80	LAST NM 31/83	(14(119)83 Rio de Janeiro) N43/83
	Delete	R Bn (AERO) at light	8°07.9′S 34°56.3′W
	Add	R Bn (AERO)	8°03.0′S 34°57.6′W
★E5403	1Ed. 7/12/80	NEW CHART	(DMAHTC) N34/80
★E5404	1Ed. 8/9/80	NEW CHART	(DMAHTC) N45/80
E5404	1Ed. 8/9/80	LAST NM 45/80	(22(222)81 Rio de Janeiro) N32/82
	Substitute	Depth 12 fathoms for 15 fathoms "Rep (1957)"	17°53.2′S 35°58.0′W
E5404	1Ed. 8/9/80	LAST NM 32/82	(12(114)82 Rio de Janeiro) N45/82
	Delete	Danger circles "ED 1913"	17°10.0′S 35°42.5′W
		"Rep (1915)"	17°38.0′S 35°16.5′W
E5404	1Ed. 8/9/80	LAST NM 45/82	(NVS6978/83) N31/83
	Add	Depth 14 fathoms	20°31.6′S 38°06.6′W
E5404	1Ed. 8/9/80	LAST NM 31/83	(36(2404)85 Taunton) N46/85
	Add	Depth 28 fathoms	20°05′S 38°06′W
★E5409	1Ed. 6/29/85	NEW CHART	(DMAHTC) N40/85
★E5505	1Ed. 7/5/80	NEW CHART	(DMAHTC) N39/80

★E5506	1Ed. 5/24/80		NEW CHART	(DMAHTC) N33/80
★E5509	1Ed. 6/1/85		NEW CHART	(DMAHTC) N7/86
★E5606	1Ed. 5/24/80		NEW CHART	(DMAHTC) N31/80
E5606	1Ed. 5/24/80	LAST NM 31/80		(8(81)80 Rio de Janeiro) N46/80
	Substitute	Depth 660 fathoms for 32 fathoms (ED) "Rep (1837)"		34°40′S 51°42′W
★E5607	1Ed. 8/9/80		NEW CHART	(DMAHTC) N43/80
E5607	1Ed. 8/9/80	LAST NM 43/80		(3(11)84 Buenos Aires) N17/84
	Add	Light Fl 16M		35°27.0′S 57°08.9′W
★E5608	1Ed. 5/17/80		NEW CHART	(DMAHTC) N30/80
★E5609	1Ed. 9/17/83		NEW CHART	(DMAHTC) N45/83
★E5610	1Ed. 9/17/83		NEW CHART	(DMAHTC) N45/83
★E5611	1Ed. 7/12/80		NEW CHART	(DMAHTC) N43/80
★E5612	1Ed. 8/24/85		NEW CHART	(DMAHTC) N48/85
★E5708	1Ed. 8/23/80		NEW CHART	(DMAHTC) N47/80
E5708	1Ed. 8/23/80	LAST NM 47/80		(4(8)82 Buenos Aires) N35/82
	Add	Depth 3 fathoms 1 foot		42°10.0′S 63°22.0′W
E5708	1Ed. 8/23/80	LAST NM 35/82		(1/2(9)83 Buenos Aires) N38/83
	Add	Wreck (PA)		42°55′S 62°30′W
E5708	1Ed. 8/23/80	LAST NM 38/83		(19(150)83 Buenos Aires) N5/84
	Change	Visibility (range) of light to 15M		41°09.5′S 63°42.8′W
★E5709	1Ed. 8/30/80		NEW CHART	(DMAHTC) N47/80
E5709	1Ed. 8/30/80	LAST NM 47/80		(24(178, 179)82 Buenos Aires) N38/83
	Add	Foul ground symbol		46°23.0′S 67°27.9′W
		Wreck		46°50.0′S 67°33.8′W
E5709	1Ed. 8/30/80	LAST NM 38/83		(4(27)83 Buenos Aires) N39/83
	Add	Wreck		45°14′S 66°15′W

E5709	1Ed. 8/30/80	LAST NM 39/83	(24(179)82 Buenos Aires) N40/83
	Delete	Wreck	46°50.0′S 67°33.8′W
		(See N38/83-E5709)	
	Add	Wreck	46°50.0′S 66°33.8′W
E5709	1Ed. 8/30/80	LAST NM 40/83	(13(110)83 Buenos Aires) N47/83
	Add	Wreck (PA)	45°24.7′S 66°54.0′W
E5709	1Ed. 8/30/80	LAST NM 47/83	(16(126)83 Buenos Aires) N53/83
	Change	Light to Gp Fl(2) 16M	47°55′S 65°43′W
★E5710	1Ed. 8/16/80	NEW CHART	(DMAHTC) N45/80
E5710	1Ed. 8/16/80	LAST NM 45/80	(7(478)83 Taunton) N14/83
	Add	Depth 52 fathoms "Rep (1982)"	50°42.5′S 61°40.6′W
E5710	1Ed. 8/16/80	LAST NM 14/83	(10(707)83 Taunton) N24/83
	Delete	Depths 7 fathoms 5 feet "Rep (1973)"	50°49.5′S 61°13.7′W
		26 fathoms "Rep (1969)"	50°52.6′S 61°29.7′W
	Add	Depths 5 fathoms 2 feet	50°47.9′S 61°20.1′W
		16 fathoms	50°53.9′S 61°30.8′W
E5710	1Ed. 8/16/80	LAST NM 24/83	(12(832)83 Taunton) N26/83
	Add	Depth 22 fathoms "Rep (1983)"	50°55.6′S 60°58.0′W
E5710	1Ed. 8/16/80	LAST NM 26/83	(6(94)83 Valparaiso) N41/83
	Delete	Depth 4 fathoms 3 feet	52°32′S 68°30′W
E5710	1Ed. 8/16/80	LAST NM 41/83	(37(2404)83 Taunton) N43/83
	Add	Depth 24 fathoms "Rep (1983)"	50°58.3′S 60°58.4′W
E5710	1Ed. 8/16/80	LAST NM 43/83	(41(2675)83 Taunton) N50/83
	Substitute	Depth 18 fathoms "Rep (1983)" (PA) for 22 fathoms "Rep (1983)" (PA)	50°55.6′S 60°58.0′W
		(Supersedes N26/83-E5710)	
	Add	Depth 26 fathoms "Rep (1983)" (PA)	50°54.5′S 61°28.5′W
E5710	1Ed. 8/16/80	LAST NM 50/83	(Arg CH 203) N20/84
	Delete	Depth 4 fathoms 2 feet	52°31.7′S 68°00.0′W
★E5711	1Ed. 6/26/80	NEW CHART	(DMAHTC) N42/80
★E5712	1Ed. 8/30/80	NEW CHART	(DMAHTC) N47/80
★E5803	1Ed. 11/22/80	NEW CHART	(DMAHTC) N8/81

E5803 1Ed. 11/22/80 LAST NM 8/81 (24(333)80 Valparaiso) N9/81
Substitute Depth 2107 fathoms for 21 fathoms 10°22.0′S 79°24.5′W
and delete enclosing depth contour

★E5804 1Ed. 12/6/80 NEW CHART (DMAHTC) N7/81

E5804 1Ed. 12/6/80 LAST NM 7/81 (21(275)82 Valparaiso) N14/83
Delete R Bn (AERO) 20°14′S 70°09′W

Add R Bn (AERO) 20°34′S 70°10′W

E5804 1Ed. 12/6/80 LAST NM 14/83 (10(131)83 Valparaiso) N42/83
Change Light to Gp Fl Y 14M 18°28.8′S 70°20.5′W

★E5805 1Ed. 12/13/80 NEW CHART (DMAHTC) N13/81

E5805 1Ed. 12/13/80 LAST NM 13/81 (14(187)83 Valparaiso; Chile LL) N46/83
Relocate Light close SSE to 23°27.0′S 70°27.2′W
and change to Alt Gp Fl WG (occas)

★E5806 1Ed. 2/28/81 NEW CHART (DMAHTC) N18/81

E5806 1Ed. 2/28/81 LAST NM 18/81 (20(240)83 Valparaiso) N52/83
Change Visibility (range) of lights to 14M 30°14.6′S 71°38.1′W
7M 31°54.3′S 71°32.1′W

★E5807 1Ed. 2/28/81 NEW CHART (DMAHTC) N18/81

★E5808 1Ed. 11/8/80 NEW CHART (DMAHTC) N6/81

★E5809 1Ed. 2/21/81 NEW CHART (DMAHTC) N17/81

★E5810 1Ed. 2/28/81 NEW CHART (DMAHTC) N17/81

★E5811 1Ed. 8/9/80 NEW CHART (DMAHTC) N44/80

E5811 1Ed. 8/9/80 LAST NM 44/80 (27(1775)84 Taunton) N36/84
Add Depth 50 fathoms 53°11.0′S 75°13.0′W

★E5812 1Ed. 2/28/81 NEW CHART (DMAHTC) N18/81

★E5902 1Ed. 2/21/81 NEW CHART (DMAHTC) N17/81

★E5903	1Ed. 11/15/80		NEW CHART	(DMAHTC) N9/81
★E5904	1Ed. 5/26/84		NEW CHART	(DMAHTC) N41/84
★E5905	1Ed. 5/12/84		NEW CHART	(DMAHTC) N41/84
★E5906	1Ed. 7/19/80		NEW CHART	(DMAHTC) N40/80
E5906	1Ed. 7/19/80	LAST NM 40/80		(4(39)81 Valparaiso) N18/81
	Substitute	Rock which does not cover (15) for dangerous rock		29°38′S 87°25′W
		Rock which does not cover (11) for dangerous rock		32°05′S 83°16′W
	Add	Elevation "(40)" to islet		32°15.0′S 89°08.5′W
★E5907	1Ed. 11/15/80		NEW CHART	(DMAHTC) N8/81
★E5908	1Ed. 11/29/80		NEW CHART	(DMAHTC) N9/81
★E5909	1Ed. 9/1/84		NEW CHART	(DMAHTC) N46/84
★E5910	1Ed. 6/2/84		NEW CHART	(DMAHTC) N37/84
★E5911	1Ed. 6/23/84		NEW CHART	(DMAHTC) N37/84
★E5912	1Ed. 8/10/85		NEW CHART	(DMAHTC) N47/85
★E6602	1Ed. 7/28/84		NEW CHART	(DMAHTC) N44/84
★E6603	1Ed. 8/10/85		NEW CHART	(DMAHTC) N48/85
★E6702	1Ed. 9/29/84		NEW CHART	(DMAHTC) N9/85
★E6703	1Ed. 8/10/85		NEW CHART	(DMAHTC) N52/85

★E6704	1Ed. 9/29/84	NEW CHART	(DMAHTC; 7(34)84 Brest) N48/84
	Substitute	Depth 5 fathoms for 1 fathom Note: Legend "ANTIOPE REEF" remains	18°15.0′S 168°24.0′W
★E6802	1Ed. 1/28/84	NEW CHART	(DMAHTC) N15/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
★E6803	2Ed. 9/29/84	NEW EDITION	(DMAHTC) N48/84
	Delete	R Bn (AERO)	13°49.5′S 172°01.1′W
E6803	2Ed. 9/29/84	LAST NM 48/84	(HNNM7671/86) N6/86
	Delete	Depths 23 fathoms	13°44.0′S 171°35.5′W
		300 fathoms	11°57.0′S 173°05.5′W
		17 fathoms "Rep (1961)"	13°49.0′S 171°20.5′W
	Substitute	Depth 448 fathoms for 18 fathoms "Rep (1963)"	14°25.0′S 171°19.5′W
		172 fathoms for 390 fathoms	12°15.0′S 173°56.5′W
	Add	Depth 207 fathoms	13°15.0′S 173°07.2′W
★E6804	1Ed. 3/31/84	NEW CHART	(DMAHTC; US CH 83033, 83039; NVS6284/81, 7245/84) N23/84
	Substitute	Legend "372" for misprint	18°10.6′S 179°25.5′W
	Change	Legend "Rep (1981)" to "Rep (1974)"	19°44.4′S 178°18.5′W
	Add	Depths	
		31 fathoms	17°36.0′S 174°13.0′W
		9¾ fathoms	18°30.2′S 178°27.0′W
		87 fathoms "Rep (1977)" (PA)	19°36.0′S 175°00.0′W
		120 fathoms "Rep (1977)" (PA)	18°57.2′S 174°47.9′W
		Legends "Thakau Nawa Reef"	17°47.5′S 179°24.1′W
		"Shoal water (rep 1942)"	19°56.7′S 178°19.1′W
		Light Fl 21M	19°50.1′S 178°11.9′W
★E6805	1Ed. 7/27/85	NEW CHART	(DMAHTC) N47/85
E6805	1Ed. 7/27/85	LAST NM 47/85	(39(228)85 Auckland) N6/86
	Add	Depths 98 fathoms "Rep (1984)"	25°26′S 176°15′W
		35 fathoms "Rep (1984)"	25°31′S 176°24′W
		169 fathoms "Rep (1982)"	28°36′S 177°46′W
		23 fathoms "Rep (1983)"	28°38′S 177°56′W

★E6902	1Ed. 9/17/83	NEW CHART	(DMAHTC; US RA) N47/83
	Delete	R Bns (AERO)	8°30′S 179°13′E
			5°40′S 176°08′E
★E6903	1Ed. 5/18/85	NEW CHART	(DMAHTC) N52/85
★E7002	1Ed. 9/17/83	NEW CHART	(DMAHTC; 22/83 Honiara; Solm LL) N47/83
	Change	Lights to Fl 12M	9°12′S 160°22′E
		Fl(3) 8M	9°25′S 160°02′E
		Visibility (range) of light to 9M	9°19′S 160°20′E
★E7003	1Ed. 2/4/84	NEW CHART	(DMAHTC; US RA) N13/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
		Position circle	10°49.0′S 165°48.1′E
		R Bn (AERO)	15°33.5′S 167°08.0′E
	Add	Radiobeacon symbol	10°46.2′S 165°47.8′E
★E7102	1Ed. 8/26/78	NEW CHART	(DMAHTC) N45/78
E7102	1Ed. 8/26/78	LAST NM 45/78	(NVS7245/84) N19/84
	Add	Depths 267 fathoms "Rep (1979)"	5°27′30″S 153°52′30″E
		206 fathoms "Rep (1979)"	5°38′54″S 154°01′45″E
		184 fathoms "Rep (1979)"	5°37′58″S 154°06′12″E
E7102	1Ed. 8/26/78	LAST NM 19/84	(19(636)84 Tokyo) N28/84
	Delete	Danger circle "Shoal (rep 1945)" (PA)	7°33′S 154°41′E
E7102	1Ed. 8/26/78	LAST NM 28/84	(7(111)85 Sydney) N17/85
	Add	Depth 97 fathoms "Rep (184)"	4°08.3′S 152°16.5′E
E7102	1Ed. 8/26/78	LAST NM 17/85	(7(111)85 Sydney) N20/85
	Add	Depth 97 fathoms "Rep (1984)" (Cancels N17/85-E7102)	4°08.3′S 152°16.5′E
E7102	1Ed. 8/26/78	LAST NM 20/85	(30(454)85 Sydney) N39/85
	Delete	Stranded wreck	6°25.5′S 155°58.2′E
★E7103	1Ed. 8/5/78	NEW CHART	(DMAHTC) N39/78
E7103	1Ed. 8/5/78	LAST NM 39/78	(20(242)79 Sydney) N51/79
	Delete	Stranded wreck	11°28.6′S 154°21.2′E
	Substitute	Stranded wreck for rock	11°28.0′S 154°22.0′E

E7103	1Ed. 8/5/78	LAST NM 51/79	(49(818)83 Sydney) N4/84
	Substitute	Depth 773 fathoms for 173 fathoms	10°15.5′S 152°04.0′E
E7103	1Ed. 8/5/78	LAST NM 4/84	(9(128)85 Sydney) N19/85
	Add	Light Q 7M with legend "R MAST (108ft)"	16°17.5′S 150°00.0′E
★E7202	1Ed. 1/20/79	NEW CHART	(DMAHTC) N13/79
	Add	Light position symbol (dot)	3°22.5′S 143°25.0′E
E7202	1Ed. 1/20/79	LAST NM 13/79	(Aus CH 676) N40/80
	Add	Dangerous submerged rock	6°01.1′S 148°08.7′E
E7202	1Ed. 1/20/79	LAST NM 40/80	(51(717)80 Sydney) N17/81
	Delete	Stranded wreck	5°13′S 146°59′E
E7202	1Ed. 1/20/79	LAST NM 17/81	(36(607)83 Sydney) N45/83
	Add	Depths 107 fathoms "Rep (1983)"	3°37.4′S 144°09.0′E
		105 fathoms "Rep (1983)"	3°39.9′S 144°16.5′E
		74 fathoms "Rep (1983)"	3°40.6′S 144°19.9′E
		11 fathoms "Rep (1983)"	3°42.4′S 144°27.3′E
E7202	1Ed. 1/20/79	LAST NM 45/83	(40(716)84 Sydney) N51/84
	Add	Depths 274 fathoms "Rep (1984)"	5°56.1′S 147°32.2′E
		300 fathoms "Rep (1984)"	5°40.9′S 147°38.9′E
E7202	1Ed. 1/20/79	LAST NM 51/84	(21(361)84 Sydney) N5/85
	Add	Depths 332 fathoms "Rep (1984)"	3°03.7′S 148°03.8′E
		291 fathoms "Rep (1984)"	3°02.9′S 148°00.8′E
		312 fathoms "Rep (1984)"	3°00.0′S 147°48.0′E
★E7202	1Ed. 1/20/79	LAST NM 5/85	(HNNM7682/86) N7/86
	Add	Depths 154 fathoms (PA)	6°47.0′S 148°00.3′E
		244 fathoms (PA)	6°49.5′S 147°25.0′E
		359 fathoms (PA)	6°48.7′S 147°18.5′E
		343 fathoms (PA)	6°48.4′S 147°15.6′E
★E7203	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
E7203	1Ed. 8/26/78	LAST NM 42/78	(BA LL) N47/81
	Add	Light Fl 26M	10°36.3′S 141°54.6′E
E7203	1Ed. 8/26/78	LAST NM 47/81	(9(128)85 Sydney) N19/85
	Add	Light Q 7M with legend "R MAST (108ft)	16°17.5′S 150°00.0′E
★E7302	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
E7302	1Ed. 8/26/78	LAST NM 42/78	(37(289)82 Jakarta) N52/82
	Add	Wreck	4°29.2′S 132°39.9′E

E7302	1Ed. 8/26/78	LAST NM 52/82	(26(1698)83 Taunton) N35/83
	Add	Fl(3) 16M	4°18.6′S 133°37.1′E
E7302	1Ed. 8/26/78	LAST NM 35/83	(51(460)84 Jakarta) N10/85
	Add	Light Fl 12M	8°03.4′S 131°16.3′E
★E7303	1Ed. 8/26/78	NEW CHART	(DMAHTC) N46/78
E7303	1Ed. 8/26/78	LAST NM 46/78	(8(115)80 Sydney) N35/80
	Add	Depths 2 fathoms 2 feet "Rep(1980)"	11°28.6′S 133°31.3′E
		5 fathoms 5 feet "Rep(1980)"	11°05.7′S 132°50.5′E
E7303	1Ed. 8/26/78	LAST NM 35/80	(21(295)81 Sydney) N47/81
	Add	Dangerous wreck (PA)	11°39.5′S 134°24.0′E
E7303	1Ed. 8/26/78	LAST NM 47/81	(26(432), 28(464)83 Sydney) N39/83
	Change	Visibility (range) of light to 22M	11°18.5′S 131°46.0′E
	Add	Racon at light	11°00.2′S 136°45.2′E
E7303	1Ed. 8/26/78	LAST NM 39/83	(26(391)85 Sydney) N32/85
	Add	Depth 1 fathom 4 feet "Rep (1985)"	11°49.5′S 136°26.5′E
★E7402	1Ed. 1/13/79	NEW CHART	(DMAHTC) N13/79
E7402	1Ed. 1/13/79	LAST NM 13/79	(34(401)79 Jakarta) N25/80
	Add	Depth 164 fathoms	6°03′S 125°04′E
E7402	1Ed. 1/13/79	LAST NM 25/80	(30(441)80 Sydney) N39/80
	Delete	Depth 20 fathoms	9°49.0′S 127°54.0′E
	Add	Depths 18 fathoms "Rep (1980)"	9°49.5′S 127°51.9′E
		27 fathoms "Rep (1980)"	9°37.1′S 128°47.0′E
		21 fathoms "Rep (1980)"	9°39.5′S 128°34.0′E
		15 fathoms "Rep (1980)"	9°32.5′S 128°37.8′E
		24 fathoms "Rep (1980)"	9°48.0′S 128°34.4′E
		24 fathoms "Rep (1980)"	9°47.0′S 127°57.0′E
E7402	1Ed. 1/13/79	LAST NM 39/80	(39(423), 40(432)80 Jakarta) N52/80
	Add	"Explosives Dumping Area" bound by purple dashed line joining	4°12′S 128°02′E
			4°12′S 128°08′E
			4°15′S 128°08′E
			4°15′S 128°02′E
		joining	9°50′S 123°15′E
			9°50′S 123°20′E
			9°53′S 123°20′E
			9°53′S 123°15′E

E7402	1Ed. 1/13/79	LAST NM 52/80	(43(467)80 Jakarta) N5/81
	Add	Purple legend "Explosives Dumping Area"	5°49′S 122°30′E
E7402	1Ed. 1/13/79	LAST NM 5/81	(41(2647)83 Taunton) N50/83
	Add	Depth 82 fathoms	8°23.1′S 123°45.5′E
★**E7403**	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
E7403	1Ed. 8/26/78	LAST NM 42/78	(44(539)79 Sydney) N16/80
	Add	Depth 7 fathoms (unexamined)	11°49′S 124°50′E
E7403	1Ed. 8/26/78	LAST NM 16/80	(34(455, 456)82 Sydney) N19/83
	Substitute	Depth 5 fathoms 4 feet (unexamined) for 6 fathoms 4 feet	12°33.2′S 124°02.1′E
	Add	Depths 32 fathoms (unexamined)	12°21.4′S 124°13.3′E
		28 fathoms (unexamined)	12°23.4′S 124°02.2′E
		15 fathoms (unexamined)	12°24.5′S 123°55.7′E
		16 fathoms (unexamined)	12°28.0′S 123°42.1′E
		8 fathoms 3 feet (unexamined)	12°24.1′S 123°32.5′E
		6 fathoms 2 feet (unexamined)	12°23.2′S 123°28.1′E
		9 fathoms (unexamined)	12°23.0′S 123°25.3′E
		6 fathoms 5 feet (unexamined)	12°21.9′S 123°22.1′E
		8 fathoms 3 feet (unexamined)	12°22.6′S 123°19.9′E
		14 fathoms (unexamined)	12°20.4′S 123°29.5′E
		38 fathoms (unexamined)	13°43.0′S 124°29.7′E
		50 fathoms (unexamined)	13°24.4′S 124°22.8′E
		9 fathoms 4 feet (unexamined)	13°26.0′S 124°00.9′E
		41 fathoms (unexamined)	13°23.6′S 123°59.3′E
		42 fathoms (unexamined)	13°24.4′S 124°10.1′E
		48 fathoms (unexamined)	13°45.8′S 123°54.8′E
		48 fathoms (unexamined)	13°57.6′S 124°12.7′E
E7403	1Ed. 8/26/78	LAST NM 19/83	(34(457)82 Sydney) N23/83
	Delete	Depth 16 fathoms	15°26.70′S 122°01.80′E
	Add	Depths 36 fathoms (unexamined)	15°13.00′S 122°36.50′E
		33 fathoms (unexamined)	15°08.40′S 121°58.10′E
		30 fathoms (unexamined)	15°09.90′S 121°46.00′E
		28 fathoms (unexamined)	15°14.50′S 121°54.00′E
		31 fathoms (unexamined)	15°20.00′S 122°12.10′E
		26 fathoms (unexamined)	15°18.90′S 122°18.00′E
		31 fathoms (unexamined)	15°20.10′S 122°26.40′E
		28 fathoms (unexamined)	15°26.30′S 122°55.60′E
		28 fathoms (unexamined)	15°29.80′S 122°25.45′E
		28 fathoms (unexamined)	15°25.00′S 122°19.20′E
		21 fathoms (unexamined)	15°29.90′S 122°15.20′E
		15 fathoms (unexamined)	15°27.60′S 122°01.60′E
		17 fathoms (unexamined)	15°29.80′S 121°53.40′E
		22 fathoms (unexamined)	15°23.60′S 121°47.20′E

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E7403	(Continued)			N23/83
	Add		17 fathoms (unexamined)	15°34.70′S 122°08.20′E
			18 fathoms (unexamined)	15°37.70′S 122°11.80′E
			17 fathoms (unexamined)	15°34.30′S 122°08.20′E
			18 fathoms (unexamined)	15°37.70′S 122°11.80′E
			18 fathoms (unexamined)	15°39.20′S 122°06.50′E
			26 fathoms (unexamined)	15°42.40′S 121°52.80′E
			31 fathoms (unexamined)	15°39.20′S 121°38.40′E
			23 fathoms (unexamined)	15°45.80′S 121°44.00′E
			21 fathoms (unexamined)	15°52.10′S 121°52.60′E
			13 fathoms (unexamined)	15°53.75′S 122°00.60′E
			35 fathoms (unexamined)	15°58.50′S 121°36.50′E
			40 fathoms (unexamined)	15°58.70′S 121°28.10′E
			31 fathoms (unexamined)	15°57.40′S 121°02.30′E
			28 fathoms (unexamined)	15°49.10′S 121°05.10′E
E7403	1Ed. 8/26/78	LAST NM 23/83		(25(417)83 Sydney) N38/83
	Add	Depths	7 fathoms "Rep (1983)"	10°08.5′S 129°32.5′E
			22 fathoms "Rep (1983)"	10°07.8′S 129°48.2′E
E7403	1Ed. 8/26/78	LAST NM 38/83		(26(433)83 Sydney) N39/83
	Add	Depths	14 fathoms "Rep (1982)"	10°01.20′S 127°33.95′E
			14 fathoms "Rep (1982)"	10°37.15′S 128°13.45′E
			15 fathoms "Rep (1982)"	10°39.90′S 128°30.10′E
E7403	1Ed. 8/26/78	LAST NM 39/83		(30(503-505), 32(527)83 Sydney) N49/83
	Delete	Depths	17 fathoms	11°48.5′S 123°17.0′E
			15 fathoms "Rep (1945)"	11°44.0′S 124°23.5′E
			13 fathoms "Rep (1965)"	11°43.5′S 124°28.0′E
			13 fathoms "Rep (1965)"	11°38.9′S 124°20.0′E
			5 fathoms 3 feet "Rep (1976)"	11°43.9′S 123°59.5′E
			4 fathoms and legend "Fantome Bank reported to lie 1.6 miles westward (1976)"	11°38.5′S 123°56.9′E
	Add	Depths	10 fathoms 4 feet "Rep (1983)"	10°45.2′S 129°16.3′E
			9 fathoms 1 foot "Rep (1983)"	10°49.9′S 129°09.5′E
			14 fathoms "Rep (1983)"	10°56.4′S 129°20.1′E
			12 fathoms "Rep (1983)"	10°50.1′S 129°34.5′E
			13 fathoms "Rep (1983)"	10°51.6′S 129°43.2′E
			14 fathoms "Rep (1983)"	10°43.5′S 129°38.7′E
			14 fathoms "Rep (1983)"	10°37.9′S 129°28.1′E
			9 fathoms 4 feet "Rep (1983)"	10°43.4′S 129°53.0′E
			27 fathoms "Rep (1983)"	10°28.8′S 129°31.7′E
			30 fathoms "Rep (1983)"	10°29.8′S 129°47.3′E
			33 fathoms "Rep (1983)"	10°25.6′S 129°48.0′E
			12 fathoms (unexamined)	11°47.5′S 123°17.6′E
			8 fathoms (unexamined)	11°34.5′S 123°34.4′E
			11 fathoms (unexamined)	11°34.3′S 123°41.2′E
			4 fathoms 1 foot (unexamined)	11°44.3′S 123°59.0′E
			11 fathoms (unexamined)	11°52.6′S 124°23.1′E
			9 fathoms 4 feet (unexamined)	11°44.2′S 124°24.6′E

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E7403	(Continued)		N49/83
	Add	12 fathoms (unexamined)	11°44.8′S 124°29.2′E
		9 fathoms (unexamined)	11°41.7′S 124°19.0′E
		11 fathoms (unexamined)	11°38.1′S 124°21.8′E
		11 fathoms (unexamined)	11°36.3′S 124°18.4′E
		11 fathoms (unexamined)	11°35.7′S 124°15.1′E
		11 fathoms (unexamined)	11°34.2′S 124°12.4′E
		11 fathoms (unexamined)	11°31.5′S 124°14.5′E
		11 fathoms (unexamined)	11°31.3′S 124°18.6′E
		11 fathoms (unexamined)	11°32.6′S 124°19.8′E
		12 fathoms (unexamined)	11°25.5′S 124°19.3′E
		12 fathoms (unexamined)	11°15.9′S 124°24.5′E
		9 fathoms 4 feet (unexamined)	11°13.6′S 124°25.1′E
		4 fathoms (unexamined) with legend "Fantome Bank"	11°38.5′S 123°55.5′E
		9 fathoms "Rep (1982)"	13°25.4′S 125°50.6′E
		13 fathoms "Rep (1982)"	13°57.8′S 125°51.7′E
		17 fathoms "Rep (1982)"	13°16.4′S 125°47.7′E
		19 fathoms "Rep (1982)"	13°20.6′S 125°43.2′E
		21 fathoms "Rep (1982)"	13°16.4′S 125°29.4′E
		21 fathoms "Rep (1982)"	13°16.3′S 125°38.5′E
		21 fathoms "Rep (1982)"	13°26.2′S 125°46.0′E
		42 fathoms "Rep (1982)"	14°41.3′S 122°56.9′E
E7403	1Ed. 8/26/78	LAST NM 49/83	(41(678)83 Sydney) N51/83
	Add	Depth 169 fathoms "Rep (1983)"	13°33.5′S 123°08.7′E
E7403	1Ed. 8/26/78	LAST NM 51/83	(30(449)85 Sydney) N39/85
	Add	Depth 12 fathoms "Rep (1985)"	11°44.6′S 124°58.2′E

★**E7502**	1Ed. 8/26/78	NEW CHART	(DMAHTC) N47/78
E7502	1Ed. 8/26/78	LAST NM 47/78	(20(1235)79 Taunton) N6/80
	Add	Depth 12 fathoms "Rep (1979)"	6°20′S 111°10′E
E7502	1Ed. 8/26/78	LAST NM 6/80	(27(292)80 Jakarta) N46/80
	Add	Dangerous wreck (PA)	3°51′S 112°36′E
E7502	1Ed. 8/26/78	LAST NM 46/80	(30(326)80 Jakarta) N48/80
	Add	Wreck (PA)	6°19.1′S 115°08.0′E
E7502	1Ed. 8/26/78	LAST NM 48/80	(6(327)81 Taunton) N12/81
	Add	Depths 42 fathoms	5°43.2′S 116°33.3′E
		27 fathoms	5°41.7′S 116°27.5′E
		29 fathoms	5°34.7′S 116°01.8′E
		15 fathoms	5°17.0′S 114°51.3′E
		17 fathoms	5°40.4′S 116°22.4′E
E7502	1Ed. 8/26/78	LAST NM 12/81	(12(747)82 Taunton) N36/82
	Add	Depth 6 fathoms "Rep (1982)" (PA)	3°44.0′S 117°06.0′E

E7502	1Ed. 8/26/78	LAST NM 36/82	(NVS6967/83) N36/83
	Add	Depths 7 fathoms "Rep (1983)"	3°17.1′S 117°41.2′E
		6 fathoms "Rep (1983)"	4°46.8′S 116°38.8′E
		10 fathoms "Rep (1983)"	5°11.0′S 116°48.6′E
E7502	1Ed. 8/26/78	LAST NM 36/83	(NVS6546/81) N49/83
	Add	Depth 7 fathoms	4°35.2′S 116°58.3′E
E7502	1Ed. 8/26/78	LAST NM 49/83	(NVS7123/83) N51/83
	Substitute	Depth 1 fathom 3 feet for 3 fathoms 3 feet	3°04.5′S 117°42.6′E
	Add	Depths 15 fathoms	3°06.9′S 118°23.4′E
		3 fathoms 4 feet	3°37.0′S 117°24.9′E
		11 fathoms	3°25.3′S 118°01.8′E
		15 fathoms	3°26.9′S 117°53.5′E
		13 fathoms	3°28.4′S 117°52.9′E
		12 fathoms	3°26.3′S 118°04.7′E
		14 fathoms	3°25.4′S 118°06.5′E
		16 fathoms	3°26.3′S 117°57.2′E
E7502	1Ed. 8/26/78	LAST NM 51/83	(47(3068)83 Taunton) N2/84
	Add	Light Fl(3) 25M (PA)	8°48.5′S 115°35.6′E
E7502	1Ed. 8/26/78	LAST NM 2/84	(NVS7168/84) N5/84
	Add	Depths 14 fathoms	3°33.4′S 117°47.2′E
		12 fathoms	3°34.6′S 117°41.7′E
		13 fathoms	3°37.9′S 117°39.6′E
		11 fathoms	3°42.4′S 117°37.0′E
E7502	1Ed. 8/26/78	LAST NM 5/84	(2(111)84 Taunton) N9/84
	Add	Light Gp Fl 19M	8°24′S 115°43′E
E7502	1Ed. 8/26/78	LAST NM 9/84	(6(364)84 Taunton) N14/84
	Add	Light Fl 16M	5°06.0′S 117°03.8′E
E7502	1Ed. 8/26/78	LAST NM 14/84	(28(1833)84 Taunton; BA LL) N36/84
	Delete	Random legend "Fl"	5°30.5′S 114°27.6′E
	Change	Light to Fl(3) 35M	5°33.0′S 114°26.0′E
E7502	1Ed. 8/26/78	LAST NM 36/84	(23(201)84 Jakarta) N39/84
	Add	Depths 13 fathoms	5°32.4′S 116°09.5′E
		16 fathoms	5°32.4′S 116°13.8′E
E7502	1Ed. 8/26/78	LAST NM 39/84	(14(132)82 Jakarta) N43/84
	Add	Depth 7 fathoms 4 feet "Rep (1982)"	3°57.1′S 117°09.8′E
E7502	1Ed. 8/26/78	LAST NM 43/84	(38(324), 41(358)84 Jakarta) N2/85
	Add	Danger circles "Unexploded ordnance Rep (1984)"	5°54.5′S 112°18.5′E
			3°42.0′S 111°02.0′E
E7502	1Ed. 8/26/78	LAST NM 2/85	(24(213), 25(219)84 Jakarta) N5/85
	Change	Light to Fl R 11M	7°43.0′S 113°13.0′E

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E7502	(Continued)			N 5/85
	Add	Racon to light		6°56.1′S 112°43.1′E
E7502	1Ed. 8/26/78	LAST NM 5/85	(25(219), 40(348)84 Jakarta)	N6/85
	Change	Light to Fl G 11M, H R 4M		7°43.0′S 113°13.0′E
		(See N5/85-E7502)		
E7502	1Ed. 8/26/78	LAST NM 6/85		(50(447)84 Jakarta) N8/85
	Add	Wreck marked by buoy		6°43.8′S 114°16.6′E
E7502	1Ed. 8/26/78	LAST NM 8/85		(HNNM7490/85) N28/85
	Add	Depth 6 fathoms 5 feet		5°22.3′S 117°40.8′E
E7502	1Ed. 8/26/78	LAST NM 28/85		(HNNM7513/85) N32/85
	Add	Depth 5 fathoms 1 foot		5°49.3′S 118°29.2′E
E7502	1Ed. 8/26/78	LAST NM 32/85		(HNNM7559/85) N38/85
	Add	Depths 278 fathoms		4°50.7′S 118°25.2′E
		226 fathoms		4°16.2′S 117°22.5′E
		143 fathoms		5°03.8′S 118°07.5′E
		119 fathoms "Rep (1984)" (PA)		8°55.0′S 115°40.0′E
		310 fathoms "Rep (1984)" (PA)		9°02.0′S 115°52.0′E
E7502	1Ed. 8/26/78	LAST NM 38/85		(HNNM7581/85) N41/85
	Add	Depth 330 fathoms "Rep (1964)"		4°50′S 118°23′E
E7502	1Ed. 8/26/78	LAST NM 41/85		(35(2338)85 Taunton) N43/85
	Add	Light Fl 17M		3°30.6′S 111°46.4′E
E7502	1Ed. 8/26/78	LAST NM 43/85		(HNNM 7690/86) 9/86
	Add	Depth 15 fathoms "Rep (1983)" (PA)		5°10′S 116°39′E

★**E7503**	1Ed. 7/29/78	NEW CHART		(DMAHTC) N38/78

★**E7504**	1Ed. 8/10/85	NEW CHART		(DMAHTC) N48/85

★**E7602**	1Ed. 9/23/78	NEW CHART		(DMAHTC) N1/79
E7602	1Ed. 9/23/78	LAST NM 1/79		(43(464)80 Jakarta) N5/81
	Add	"Explosives Dumping Area" bound by		
		purple dashed line joining		8°07′S 109°00′E
				8°07′S 109°05′E
				8°10′S 109°05′E
				8°10′S 109°00′E
E7602	1Ed. 9/23/78	LAST NM 5/81		(6(367)84 Taunton) N14/84
	Add	Depth 232 fathoms		8°23.8′S 109°42.2′E
E7602	1Ed. 9/23/78	LAST NM 14/84	(18(159)84 Jakarta; 37(2395)83 Taunton)	N35/84
	Add	Light Fl(3) 15M		5°55.8′S 104°43.0′E

★E7603	1Ed. 8/5/78	NEW CHART	(DMAHTC) N39/78
E7603	1Ed. 8/5/78	LAST NM 39/78	(FLIP) N17/85
	Add	R Bn (AERO) (PA)	10°25.9′S 105°44.1′E
★E7702	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
★E7703	1Ed. 8/5/78	NEW CHART	(DMAHTC) N38/78
E7703	1Ed. 8/5/78	LAST NM 38/78	(47(787)84 Sydney) N11/85
	Delete	Depth 8.5 Obstr "Rep (1973)"	13°14.0′S 96°04.8′E
	Add	Depth 10 fathoms and legend "Muirfield Seamount"	13°09.0′S 96°10.2′E
★E7704	1Ed. 9/29/84	NEW CHART	(DMAHTC; 28(412)81 Sydney) N48/84
	Add	Danger circle "Discol water rep (1981)"	17°19′S 97°04′E
★E7802	1Ed. 1/16/82	NEW CHART	(DMAHTC) N13/82
★E7804	1Ed. 8/4/84	NEW CHART	(DMAHTC; NVS7273/84) N41/84
	Delete	Depth 70 fathoms "Rep (1981)" (PA)	18°12′S 88°04′E
★E7902	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
E7902	1Ed. 2/13/82	LAST NM 15/82	(NVS6692/82) N28/82
	Add	Depth 99 fathoms "Rep (1982)" (PA)	7°20.1′S 72°00.0′E
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right margin of chart	
★E7902	1Ed. 2/13/82	LAST NM 28/82	(NVS7028, 7030, 7035/83) N40/83
	Add	Depths 50 fathoms	7°05.5′S 72°03.2′E
		140 fathoms "Rep (1983)" (PA)	6°51.2′S 72°03.5′E
		123 fathoms	6°51.4′S 72°12.0′E
		167 fathoms "Rep (1982)"	6°47.4′S 71°09.2′E
		102 fathoms "Rep (1982)"	7°38.4′S 71°24.0′E
		145 fathoms "Rep (1982)"	7°45.3′S 70°53.0′E

★E7902	1Ed. 2/13/82	LAST NM 40/83	(NVS7458/85) N22/85
	Add	Depths 48 fathoms "Rep (1983)" (PA)	7°14.2′S 72°21.7′E
		125 fathoms "Rep (1983)" (PA)	7°51.1′S 71°24.8′E
		189 fathoms "Rep (1983)" (PA)	7°53.0′S 71°29.3′E
		192 fathoms "Rep (1984)" (PA)	7°56.1′S 71°28.1′E
		260 fathoms "Rep (1983)" (PA)	7°57.5′S 71°05.1′E
		190 fathoms "Rep (1983)" (PA)	8°00.7′S 70°55.2′E
★E7903	1Ed. 3/10/84	NEW CHART	(DMAHTC) N39/84
★E8002	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
★E8003	1Ed. 3/31/84	NEW CHART	(DMAHTC) N37/84
★E8004	1Ed. 3/31/84	NEW CHART	(DMAHTC) N37/84
E8004	1Ed. 3/31/84	LAST NM 37/84	(30(1983)85 Taunton) N37/85
	Add	Depth 22 fathoms "Rep (1985)"	19°42.0′S 64°21.6′E
★E8102	1Ed. 5/22/82	NEW CHART	(DMAHTC) N29/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
E8102	1Ed. 5/22/82	LAST NM 29/82	(11(766)85 Taunton) N22/85
	Add	Depth 10 fathoms 5 feet "Rep (1985)"	6°27.0′S 58°10.0′E
E8102	1Ed. 5/22/82	LAST NM 22/85	(30(1984)85 Taunton) N38/85
	Add	Depths 20 fathoms	6°29′S 57°10′E
		12 fathoms "Rep (1985)"	6°26′S 58°31′E
★E8103	1Ed. 5/5/84	NEW CHART	(DMAHTC; BA LL; BA CH 758) N37/84
	Delete	Light	14°15.1′S 50°09.2′E
	Relocate	Light close NW to and change visibility (range) to 13M Note: Aero R Bn remains	14°52.6′S 50°15.3′E
	Change	Lights to FG 5M	13°21.0′S 50°00.9′E
		(AERO) Fl(2) 17M	15°15.8′S 50°27.5′E
		Visibility (range) of light to 18M	15°58.5′S 50°14.0′E
	Add	Legend "Fl 11M" to light	15°50.1′S 54°32.0′E
		Depth 6 fathoms (PA)	10°08.0′S 51°00.0′E

★E8104	1Ed. 5/5/84	NEW CHART	(DMAHTC; BA LL) N37/84
	Delete	Lights	21°13.1′S 48°21.3′E 22°08.0′S 48°01.8′E 22°49.9′S 47°50.0′E
	Change	Characteristic of light to Fl R	20°09.1′S 57°28.8′E
★E8202	1Ed. 1/23/82	NEW CHART	(DMAHTC) N15/82
★E8203	1Ed. 1/30/82	NEW CHART	(DMAHTC) N15/82
★E8204	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
	Delete	Chart number 8304 from chart index in right margin of chart	
E8204	1Ed. 2/13/82	LAST NM 15/82	(26(1725)85 Taunton) N34/85
	Add	Depth 70 fathoms	21°48.1′S 35°37.9′E
★E8205	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
E8205	1Ed. 2/13/82	LAST NM 15/82	(1(83)81 Cape Town) 20/82
	Add	Depth 257 fathoms	24°46′S 42°53′E
E8205	1Ed. 2/13/82	LAST NM 20/82	(33(2146)83 Taunton) N41/83
	Add	Depth 326 fathoms "Rep (1983)"	26°53.7′N 46°01.2′E
E8205	1Ed. 2/13/82	LAST NM 41/83	(33(2146)83 Taunton) N43/83
	Add	Depth 326 fathoms "Rep (1983)" (Cancels N41/83-E8205)	26°53.7′S 46°01.2′E
E8205	1Ed. 2/13/82	LAST NM 43/83	(36(2363)84 Taunton) N43/84
	Add	Depth 66 fathoms (PA)	25°30.0′S 47°22.5′E
★E8305	1Ed. 2/20/82	NEW CHART	(DMAHTC) N15/82
	Add	Note "NOTE "OMEGA" Australia Station G, is under construction and is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal OMEGA information sources when the station begins operation." in right margin of chart	
E8305	1Ed. 2/20/82	LAST NM 15/82	(45(2745)82 Taunton) N5/83
	Change	Light to Fl(2) 15M	26°51.3′S 32°53.3′E
E8305	1Ed. 2/20/82	LAST NM 5/83	(36(2358)84 Taunton) N42/84
	Add	Depth 105 fathoms (PA)	28°40′S 32°40′E

E8305	1Ed. 2/20/82	LAST NM 42/84	(36(2359)84 Taunton) N43/84
	Add	Depth 191 fathoms (PA)	26°25.0′S 34°19.5′E
E8305	1Ed. 2/20/82	LAST NM 43/84	(7(59)85 Cape Town) N38/85
	Add	Light Fl 25M R Bn	28°08.9′S 32°33.1′E
★E8306	1Ed. 4/20/85	NEW CHART	(DMAHTC; 4(40)85 Cape Town) N26/85
	Add	"EXPLOSIVES DUMPING AREA" bound by purple dashed-line circle, radius five miles, centered	30°28′S 31°21′E
★E8406	1Ed. 8/3/85	NEW CHART	(DMAHTC) N47/85
★E8407	1Ed. 5/11/85	NEW CHART	(DMAHTC) N35/85
★E8502	1Ed. 7/19/80	NEW CHART	(DMAHTC; BA RA) N40/80
	Delete	R Bn (AREO)	6°00′S 12°24′E
★E8503	1Ed. 7/19/80	NEW CHART	(DMAHTC) N42/80
	Add	Depth 10 fathoms Rep (1974)	11°23.5′S 13°29.5′E
★E8504	1Ed. 7/26/80	NEW CHART	(DMAHTC) N43/80
★E8505	1Ed. 8/16/80	NEW CHART	(DMAHTC) N45/80
★E8506	1Ed. 7/5/80	NEW CHART	(DMAHTC) N34/80
E8506	1Ed. 7/5/80	LAST NM 34/80	(SAN CH 4) N36/80
	Change	Visibility (range) of lights to 34M	34°21.0′S 18°30.0′E
		25M	34°23.0′S 18°50.5 E
		33M	34°09.0′S 18°19.5′E
E8506	1Ed. 7/5/80	LAST NM 36/80	(DMAHTC; SAN LL) N53/83
	Change	Visibility (range) of lights to 23M	33°03.1′S 17°55.0′E
		29M	33°25.8′S 18°05.4′E
		24/12M	33°48.8′S 18°22.0′E
	Add	Legend "(Correct through NM 27/80)" in lower left margin of chart	
★E8507	1Ed. 7/6/85	NEW CHART	(DMAHTC) N43/85
★E8602	1Ed. 9/20/80	NEW CHART	(DMAHTC) N48/80

★E8603	1Ed. 8/16/80	NEW CHART	(DMAHTC) N45/80
★E8604	1Ed. 8/23/80	NEW CHART	(DMAHTC) N45/80
★E8605	1Ed. 9/13/80	NEW CHART	(DMAHTC) N48/80
★E8606	1Ed. 7/20/85	NEW CHART	(DMAHTC) N7/86
★E8607	1Ed. 5/4/85	NEW CHART	(DMAHTC) N30/85
117642	1Ed. 1/14/74	LAST NM 21/74	(32/75 CG3) N34/75
	Add	Buoy "A-EX", black can	41°16′33″N 72°01′52″W
117642	1Ed. 1/14/74	LAST NM 34/75	(RS 2486/75) N42/75
	Delete	Purple dashed line joining	41°13.0′N 72°01.0′W
			41°13.0′N 71°56.0′W
			41°15.0′N 71°56.0′W
			41°15.0′N 72°00.0′W
			41°15.25′N 72°00.00′W
	Add	Submerged Submarine Operating Area limit with purple dashed line between	41°13.00′N 72°01.00′W
			41°15.35′N 72°01.00′W
117642	1Ed. 1/14/74	LAST NM 42/75	(12/76 CG3) N15/76
	Add	Buoy, white and orange bands, Int Qk Fl Ra Ref	41°16′41″N 72°01′46″W
★117642	1Ed. 1/14/74	LAST NM 15/76	(DMAHC) N19/76
	Delete	Entire caution note "No specific reference . . . . . for the area." in lower left border of chart	
117642	1Ed. 1/14/74	LAST NM 19/76	(26/77 CG3) N30/77
	Add	Buoy "2", orange and white bands	41°16′40″N 72°03′57″W
117642	1Ed. 1/14/74	LAST NM 30/77	(31/78 CG3) N36/78
	Change	Lights "1" to Fl G 4sec 14ft (Priv maintd)	41°15′31″N 72°01′50″W
		"2" to Fl R 4sec 14ft (Priv maintd)	41°15′29″N 72°02′00″W
117642	1Ed. 1/14/74	LAST NM 36/78	(31/78 CG3) N37/78
	Add	Danger circle "Obstr" marked by buoy "A", orange and white bands	41°17′35″N 72°02′34″W
117642	1Ed. 1/14/74	LAST NM 37/78	(3/79 CG3; USCG LL) N9/79
	Change	Light to Fl R 10sec 67ft 19M HORN	41°14′36″N 72°02′52″W

117642	1Ed. 1/14/74	LAST NM 9/79	(23/79 CG3) N28/79
	Delete	Buoy "2"	41°16′40″N 72°03′57″W
117642	1Ed. 1/14/74	LAST NM 28/79	(38/79 CG3) N42/79
	Delete	Buoy	41°16′41″N 72°01′46″W
117642	1Ed. 1/14/74	LAST NM 42/79	(1/82 CG3) N6/82
	Delete	Light "1"	41°15′31″N 72°01′58″W
★800072	1Ed. 12/21/85	NEW CHART	(DMAHTC) N8/86
★800113	4Ed. 11/10/84	NEW EDITION	(DMAHTC) N14/85
800113	4Ed. 11/10/84	LAST NM 14/85	(25/85 CG11) N28/85
	Delete	Buoys (mooring)	32°47′51″N 118°24′54″W
		(mooring)	32°48′58″N 118°21′48″W
		(mooring)	32°49′00″N 118°21′40″W
800273	1Ed. 2/51	LAST NM 1A/71	(26/83 CG14) N31/83
	Change	Height of light to 120ft	20°30′19″N 156°40′11″W
★800564	1Ed. 10/11/75	NEW CHART	(DMAHC) N1/76
★800669	7Ed. 8/18/84	NEW EDITION	(DMAHTC; 47/82 CG11) N45/84
	Relocate	Buoy (mooring)	
		(32°48′59″N 118°22′00″W) to	32°49′03″N 118°21′52″W
800669	7Ed. 8/18/84	LAST NM 45/84	(6/85 CG11) N11/85
	Add	Buoy, gray spherical, (Navy maintd)	33°01′06″N 118°32′53″W
800669	7Ed. 8/18/84	LAST NM 11/85	(25/85 CG11) N28/85
	Delete	Buoys (mooring)	32°47′51″N 118°24′54″W
		(mooring)	32°48′58″N 118°21′48″W
		(mooring)	32°49′00″N 118°21′40″W
800669	7Ed. 8/18/84	LAST NM 28/85	(FED REG 12/10/85) N2/86
	Add	"RESTRICTED AREA" bound by	
		shore and purple composite line joining	33°00′40″N 118°35′27″W
			32°58′30″N 118°36′40″W
			32°57′45″N 118°38′38″W
			32°59′20″N 118°38′38″W
			32°59′30″N 118°37′30″W
			33°00′52″N 118°36′18″W
★801885	1Ed. 2/19/83	NEW CHART	(DMAHTC; NVS6861/83) N18/83
	Delete	Legend "(undesignated)" from buoy	7°16′10″S 72°23′06″E

(continued on next page)

★801885	(Continued)			N18/83
	Change	Legend "Catalog: 1-N-S" to "Volume X" in upper right margin of chart		
	Add	Buoy "8", red, Fl R 4s Ra Ref	7°15′52″S	72°24′48″E
801885	1Ed. 2/19/83	LAST NM 18/83	(NVS6773/82, 7064, 7126, 7153/83)	N24/84
	Delete	Depths 3 meters	7°16′45″S	72°23′18″E
		4.3 meters	7°16′52″S	72°23′18″E
		0.6 meter	7°17′13″S	72°23′35″E
		1.5 meters	7°17′09″S	72°23′57″E
		1.8 meters and enclosing 2- and 5-meters depth contours	7°18′12″S	72°27′33″E
		4.9 meters	7°18′44″S	72°27′06″E
		9.6 meters and enclosing 10- and 20-meter depth contours	7°16′49″S	72°25′59″E
		Buoys (mooring) "(temp)"	7°16′13″S	72°22′47″E
			7°16′19″S	72°22′46″E
		Buoys (mooring)	7°16′15″S	72°23′14″E
			7°16′28″S	72°23′17″E
			7°17′18″S	72°24′46″E
			7°17′23″S	72°24′43″E
			7°17′27″S	72°24′57″E
		Buoy (mooring) "POL"	7°17′31″S	72°24′54″E
		Bn "Causeway L"	7°17′45″S	72°24′33″E
		Buoy "POL"	7°16′23″S	72°23′13″E
		Buoys	7°17′26″S	72°24′57″E
			7°17′27″S	72°24′50″E
			7°17′27″S	72°24′49″E
		Legends "Jennifer Shoal"	7°16′49″S	72°26′05″E
		"Elder Rock"	7°18′13″S	72°27′23″E
		Anchoring berths "A-5" centered and "B-1", "B-2", "C-1", "C-2", "C-3", "C-4", "C-5", "C-6", "C-7", "C-8", "C-9", "C-10", "C-11", "C-12", "C-13", "C-14"	7°16′21″S	72°23′58″E
		"C-15" between	7°16′55″S	72°25′06″E
			7°17′29″S	72°27′58″E
		Note (swept area) in right lower margin of chart		
	Relocate	Buoy "8" close NW to and change period to 5s	7°15′48″S	72°24′42″E
		Buoy "10" close WNW to	7°16′16″S	72°25′11″E

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801885 (Continued) N24/84

Change	Radius of anchoring berths, each to 450 yards "A-1" centered	7°15′28″S 72°23′30″E
	"A-2"	7°15′50″S 72°23′30″E
	"A-3"	7°16′05″S 72°23′45″E
	"A-4"	7°15′42″S 72°23′55″E
	"A-6"	7°16′03″S 72°24′10″E
	Radius of anchoring berth "A-7" to 375 yards, centered	7°16′37″S 72°24′15″E
	Swept area to dredged area bound by dashed line joining	7°14′26″S 72°23′17″E
		7°16′16″S 72°25′12″E
		7°15′57″S 72°26′50″E
		7°17′55″S 72°28′45″E
		7°17′55″S 72°28′15″E
		7°18′22″S 72°27′42″E
		7°18′57″S 72°27′42″E
		7°18′57″S 72°27′03″E
		7°18′25″S 72°27′03″E
		7°17′51″S 72°26′33″E
		7°17′48″S 72°25′02″E
		7°17′52″S 72°24′59″E
		7°17′32″S 72°24′36″E
		7°17′42″S 72°24′01″E
		7°17′18″S 72°23′28″E
		7°16′50″S 72°23′10″E
		7°15′15″S 72°23′58″E
		7°14′31″S 72°23′13″E
	Note: Supply and Pol Pier remains as charted	
Add	Buoy "SV" Fl G 5s	7°15′55″S 72°23′02″E
	Position circle "TANK"	7°15′56″S 72°22′32″E
	Buoys	7°17′48″S 72°26′33″E
		7°17′48″S 72°26′39″E
		7°18′27″S 72°26′19″E
		7°18′30″S 72°26′24″E
		7°18′38″S 72°26′17″E
		7°18′34″S 72°26′12″E
	Caution No. 3 to cautions note in right center margin of chart "3. Later surveys indicate numerous changes in hydrography within Diego Garcia Lagoon"	

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801885 (Continued) N24/84

Add

Anchoring berths, each radius	
375 yards "A-3A" centered	7°16′10″S 72°23′25″E
"A-8"	7°17′03″S 72°24′13″E
"B-3"	7°17′23″S 72°25′14″E
"B-4"	7°17′03″S 72°24′55″E
"C-5A"	7°17′23″S 72°26′50″E
"C-6A"	7°16′15″S 72°26′20″E
"C-11A"	7°16′25″S 72°27′00″E
"F-2"	7°18′34″S 72°27′21″E
Anchoring berths, each radius	
450 yards "A-5" centered	7°16′38″S 72°23′59″E
"A-9"	7°16′58″S 72°23′45″E
"B-1A"	7°16′51″S 72°24′36″E
"B-2A"	7°17′30″S 72°25′39″E
"B-5A"	7°16′32″S 72°25′13″E
"B-8"	7°16′25″S 72°24′45″E
"C-3A"	7°16′53″S 72°26′31″E
Anchoring berths, each radius	
525 yards "C-14A" centered	7°17′02″S 72°27′33″E
"C-16"	7°17′41″S 72°28′12″E
"F-1"	7°17′57″S 72°27′20″E
Anchoring berth "A-5A", radius	
300 yards, centered	7°16′27″S 72°23′40″E
Position circle "TR (48)"	7°15′55″S 72°22′32″E
Dredged area bound by shore and	
dashed line joining	7°17′51″S 72°26′32″E
	7°18′27″S 72°26′19″E
	7°18′34″S 72°26′12″E
	7°18′26″S 72°25′58″E
	7°18′35″S 72°25′55″E
	7°18′39″S 72°25′52″E
	7°18′45″S 72°25′55″E
	7°18′48″S 72°25′59″E
	7°18′48″S 72°26′05″E
	7°18′38″S 72°26′17″E
	7°18′30″S 72°26′24″E
	7°17′55″S 72°26′37″E
Legends	
"Dredged to 13.7 meters"	7°15′00″S 72°23′43″E
"Dredged to 13.7 meters"	7°16′17″S 72°24′23″E
"Dredged to 13.7 meters"	7°18′18″S 72°27′23″E
"Dredged to 11.0 meters"	7°18′13″S 72°26′29″E
"Point Marianne Approach Channel"	7°18′13″S 72°26′26″E
"Turning Basin"	7°18′38″S 72°26′01″E
"Work in progress (1983)"	7°17′29″S 72°23′41″E
"Rep missing (1982)" to	
position circle "R Mast"	7°16′45″S 72°22′23″E

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801885	(Continued)			N24/84
	Add	Light Fl(2) G 5s 10m 6M		7°14′52″S 72°23′07″E
801885	1Ed. 2/19/83	LAST NM 24/84		(NVS7418/85) N15/85
	Delete	Buoys (mooring)	"2"	7°17′11″S 72°25′56″E
			"6"	7°17′14″S 72°25′06″E
			"10"	7°17′06″S 72°25′30″E
			"11NE"	7°16′41″S 72°24′56″E
			"11SE"	7°16′48″S 72°25′00″E
			"11SW"	7°16′49″S 72°24′57″E
			"11NW"	7°16′42″S 72°24′54″E
801885	1Ed. 2/19/83	LAST NM 15/85		(NVS7458/85) N22/85
	Add	Depth 91 meters	"Rep (1983)" (PA)	7°14.2′S 72°21.7′E
801885	1Ed. 2/19/83	LAST NM 22/85		(HNNM7562/85) N38/85
	Delete	Anchoring berths	"C-3A"	7°16′53″S 72°26′31″E
			"B-4"	7°17′03″S 72°24′55″E
			"C-11A"	7°16′25″S 72°27′00″E
			"B-3"	7°17′23″S 72°25′14″E
			"B-2A"	7°17′30″S 72°25′39″E
			"C-5A"	7°17′23″S 72°26′50″E
			"C-6A"	7°16′15″S 72°26′20″E
			"B-5A"	7°16′32″S 72°25′13″E
	Add	Anchoring berths, each radius 450 yards		
			"B-2A" centered	7°17′27.0″S 72°26′00.0″E
			"C-5A"	7°17′33.6″S 72°26′42.0″E
			"C-4A"	7°17′00.0″S 72°26′26.5″E
			"B-5A"	7°16′49.5″S 72°25′39.5″E
			"C-3A"	7°16′21.0″S 72°26′00.0″E
		Anchoring berth "C-6A" radius 525 yards centered		7°16′26.0″S 72°26′51.6″E

★**801902**	7Ed. 8/31/85	NEW EDITION	(DMAHTC) N46/85

★**801953**	1Ed. 2/25/78	NEW EDITION	(DMAHC) N14/78
801953	1Ed. 2/25/78	LAST NM 14/78	(H9485) N22/78
	Add	Depths 6.7 meters in	17°55′24″N 66°12′03″W
		2.1 meters	17°56′52″N 66°13′27″W
		9.7 meters	17°54′32″N 66°15′45″W
		7.6 meters	17°55′31″N 66°16′04″W
		2.1 meters	17°56′58″N 66°17′29″W
801953	1Ed. 2/25/78	LAST NM 22/78	(1/79 CG7) N6/79
	Delete	Light	17°57′43″N 66°17′43″W

801953	1Ed. 2/25/78	LAST NM 6/79	(43/83 CG7) N48/83
	Delete	Light "5"	17°55′53″N 66°09′37″W
★801959	2Ed. 6/9/79	NEW EDITION	(DMAHTC) N30/79
802184	4Ed. 8/2/75	NEW EDITION	(DMAHC) N40/75
802184	4Ed. 8/2/75	LAST NM 40/75	(CL970/81) N40/81
	Add	Purple dashed line "Sewer (under construction)" joining	36°46′30.3″N 75°57′15.9″W
			36°46′48.0″N 75°55′54.3″W
			36°47′10.5″N 75°55′38.3″W
T 802184	4Ed. 8/2/75	LAST NM 40/81	(37/81 CG5) N42/81
	(Temp'y)		
	Add	Buoy "B", orange and white bands, Fl 4sec (PA)	36°50′05″N 75°54′19″W
802184	4Ed. 8/2/75	LAST NM 42/81	(7/82 CG5) N12/82
	Delete	Buoy "B"	36°50′05″N 75°54′19″W
		(Supersedes N42/81T-802184)	
T 802184	4Ed. 8/2/75	LAST NM 12/82	(27/82 CG5) N32/82
	(Temp'y)		
	Add	Buoys, each orange and white,	
		"A" Fl 2.5sec WHIS	36°49′48.6″N 75°54′13.1″W
		"B", can	36°49′34.8″N 75°54′11.2″W
		"C" Fl 4sec WHIS	36°49′25.0″N 75°54′09.8″W
802184	4Ed. 8/2/75	LAST NM 32/82	(47/82 CG5) N52/82
	Delete	Buoys "A"	36°49′48.6″N 75°54′13.1″W
		"B"	36°49′34.8″N 75°54′11.2″W
		"C"	36°49′25.0″N 75°54′09.8″W
		(Supersedes N32/82T-802184)	
802184	4Ed. 8/2/75	LAST NM 52/82	(26/85 CG5) N31/85
	Relocate	Lights	
		"1" close E to	36°49′45.8″N 75°57′58.8″W
		and change to Fl G 4s 21ft 4M	
		"2" close NE	36°49′49.8″N 75°58′01.5″W
		and change to Fl R 2.5s 22ft 3M	
★802202	8Ed. 4/15/78	NEW EDITION	(DMAHC) N22/78
802202	8Ed. 4/15/78	LAST NM 22/78	(24/79 CG5) N29/79
	Delete	Light	38°09′39″N 76°06′35″W
802202	8Ed. 4/15/78	LAST NM 29/79	(3/80 CG5) N7/80
	Change	Visibility (range) of light to 9M	38°07′40″N 76°17′27″W
802202	8Ed. 4/15/78	LAST NM 7/80	(20/80 CG5) N25/80
	Add	Danger circle "Obstr (rep 1980)" (PA)	38°06.5′N 76°07.5′W

802202	8Ed. 4/15/78	LAST NM 25/80	(26/80 CG 5) N31/80
	Delete	Legends "(Sept 15 to June 1)"	38°04′05″N 76°05′45″W
		"(Sept 15 to June 1)"	38°12′06″N 75°58′56″W
		"(Sept 15 to June 1)"	38°13′38″N 76°04′16″W
802202	8Ed. 4/15/78	LAST NM 31/80	(NVS7464/85) N24/85
	Delete	Purple dashed line between	38°08′15″N 76°09′12″W
			38°09′48″N 76°10′00″W
	Change	Light to Q 85ft 8M	38°11′43″N 76°05′37″W
	Add	Purple dashed line	
		(restricted area limit) joining	38°08′15″N 76°09′12″W
			38°08′15″N 76°10′02″W
			38°09′50″N 76°10′02″W
802202	8Ed. 4/15/78	LAST NM 24/85	(23/85 CG5) N27/85
	Delete	Bn "4"	38°10′10″N 75°57′00″W
		Buoys "1"	38°10′12″N 75°57′25″W
		"2"	38°10′09″N 75°57′22″W
		Lights	38°10′12″N 75°56′56″W
			38°10′13″N 75°56′47″W
	Add	Lights "1" Fl G 2.5s 15ft 3M (PA)	38°10′13.0″N 75°57′22.0″W
		"4" Fl R 6s 19ft 4M (PA)	38°10′12.3″N 75°57′00.0″W
802202	8Ed. 4/15/78	LAST NM 27/85	(USCG LL) N31/85
	Delete	Buoy "2"	38°10′09″N 75°57′21″W
		(See N27/85-802202)	
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★**802260**	3Ed. 4/15/78	NEW EDITION	(DMAHC) N23/78
802260	3Ed. 4/15/78	LAST NM 23/78	(35/78 CG11) N47/78
	Delete	Light	32°54′48″N 118°27′59″W
802260	3Ed. 4/15/78	LAST NM 47/78	(CL547/79; H9247) N27/79
	Add	Buoys (mooring) in	33°02′11″N 118°35′00″W
			33°01′57″N 118°35′13″W
		Wreck (PA)	33°02′11″N 118°34′55″W
802260	3Ed. 4/15/78	LAST NM 27/79	(39/80 CG11) N40/80
	Add	Buoy, white, Fl (Navy maintd)	32°59′25″N 118°30′15″W
802260	3Ed. 4/15/78	LAST NM 40/80	(22/81 CG11) N25/81
	Add	Buoys (mooring) (Navy maintd)	33°00′55.7″N 118°31′24.0″W
			33°01′28.3″N 118°31′50.0″W
802260	3Ed. 4/15/78	LAST NM 25/81	(24/81 CG11) N27/81
	Add	Light Fl 4sec to buoy (mooring)	33°01′28.3″N 118°31′50.0″W
		(See N25/81-802260)	

802260	3Ed. 4/15/78	LAST NM 27/81	(NVS6608/82) N14/82
	Delete	Buoys	33°00′11.0″N 118°30′57.0″W
			33°00′00.0″N 118°30′00.0″W
			32°59′31.0″N 118°30′18.9″W
			32°59′31.0″N 118°30′07.0″W
			32°59′25.0″N 118°30′15.0″W
		(mooring)	33°00′55.7″N 118°31′24.0″W
		(mooring)	33°01′28.3″N 118°31′50.0″W
		(Supersedes 25/81-802260)	
	Add	Buoys (Navy maintd)	32°59′26.0″N 118°30′05.0″W
		"A" (Navy maintd)	32°58′36.0″N 118°30′38.0″W
802260	3Ed. 4/15/78	LAST NM 14/82	(18/83 CG11) N27/83
	Add	Dangerous wreck	33°02′03″N 118°34′28″W
802260	3Ed. 4/15/78	LAST NM 27/83	(6/85 CG11) N11/85
	Add	Buoy, gray spherical, (Navy maintd)	33°01′06″N 118°32′53″W
802260	3Ed. 4/15/78	LAST NM 11/85	(FED REG 12/10/85) N2/86
	Add	"RESTRICTED AREA" bound by	
		shore and purple composite line joining	33°00′40″N 118°35′27″W
			32°58′30″N 118°36′40″W
			32°57′45″N 118°38′38″W
			32°59′20″N 118°38′38″W
			32°59′30″N 118°37′30″W
			33°00′52″N 118°36′18″W
802765	1Ed. 2/18/57		(US CH 91100) N46/82
	Add	Legend "Dingalan River"	15°22′47″N 121°23′21″E
★802827	3Ed. 11/13/76	NEW EDITION	(DMAHC) N2/77
★802985	1Ed. 6/4/83	NEW CHART	(DMAHTC) N30/83
	Add	Legend "(Correct through NM 23/83)"	
		in lower left margin of chart	
★803404	2Ed. 11/5/83	NEW EDITION	(DMAHTC) N50/83
803404	2Ed. 11/5/83	LAST NM 50/83	(13(853)84 Taunton) N21/84
	Change	Buoys to	
		Starboard buoy: R, conical, QR	12°02′48″N 61°45′47″W
		Port buoy: G, can, QG	12°02′45″N 61°45′33″W
		Port buoy: G, can, QG	12°02′48″N 61°45′15″W
		Starboard buoy: R, pillar	12°02′45″N 61°45′07″W
	Add	Starboard buoy: R, pillar, QR	12°02′42″N 61°45′10″W

(continued on next page)

803404	(Continued)			N21/84
	Add	Note in upper left margin of chart "CHANGES IN BUOYAGE Certain buoys, lights and beacons within the area of this chart will be affected by the implementation of the conversion to IALA Maritime Buoyage System in Region B. For further explanation, see annual NM 1(6) and Chart No. 1."		
803404	2Ed. 11/5/83	LAST NM 21/84		(45(2969)84 Taunton) N51/84
	Delete	Light		12°00′20″N 61°47′55″W
803404	2Ed. 11/5/83	LAST NM 51/84		(51(3425)84 Taunton) N7/85
	Add	R Bn (AERO)		12°00′29″N 61°46′45″W

★**803733**	1Ed. 8/26/78	NEW CHART		(DMAHTC) N49/78

★**804037**	1Ed. 5/7/77	NEW CHART		(DMAHC) N26/77
804037	1Ed. 5/7/77	LAST NM 26/77		(DMAHC) N51/77
	Add	Note from back of Section I in lower margin of chart		
804037	1Ed. 5/7/77	LAST NM 51/77		(41(37)77 Brest) N52/77
	Add	Position circle "RA DOME (conspic)"		42°57′51″N 9°22′52″E
804037	1Ed. 5/7/77	LAST NM 52/77		(6(309)78 Taunton) N12/78
	Add	Depths 60 meters in		43°03′53″N 9°24′37″E
		95 meters		43°03′57″N 9°20′31″E
		117 meters		43°03′15″N 9°16′44″E
804037	1Ed. 5/7/77	LAST NM 12/78		(15(41)78 Brest) N24/78
	Add	"Anchorage, Dredging and Trawling Prohibited (Cable)" area bound by shore and purple dashed line joining		42°43′57″N 9°20′40″E 42°51′13″N 9°12′21″E 42°51′14″N 9°08′59″E 42°42′55″N 9°19′28″E
804037	1Ed. 5/7/77	LAST NM 24/78		(52(30)78 Brest) N11/79
	Add	Depth 8.8 meters		43°01′09″N 9°24′39″E
804037	1Ed. 5/7/77	LAST NM 11/79		(6(43)79 Brest) N17/79
	Add	Depths 24 meters in		42°59′37″N 9°16′54″E
		15.2 meters		42°59′19″N 9°17′35″E
		54 meters		42°45′21″N 9°19′11″E
		46 meters Obstr		42°46′14″N 9°12′12″E
		46 meters		42°45′54″N 9°06′33″E

804037 1Ed. 5/7/77 LAST NM 17/79 (NVS6053/80) N14/80

Add Note from back of Section I in lower right margin of chart

804037 1Ed. 5/7/77 LAST NM 14/80 (9(43)80 Brest; FR LL) N18/80

Delete Breakwater 42°40′47″N 9°18′00″E

Relocate Light close SE to 42°40′55″N 9°17′40″E

Change Visibility (range) of light to 9M 42°43′02″N 9°15′25″E

Add Lights Gp Occ WR 9, 6M in Fl G 42°40′48″N 9°17′54″E
42°40′46″N 9°17′56″E

Solid line (breakwater) joining 42°40′46″N 9°17′56″E
42°40′43″N 9°17′57″E
42°40′42″N 9°18′00″E

804037 1Ed. 5/7/77 LAST NM 18/80 (41(42), 42(49)80 Brest; Fr CH 4887) N48/80

Delete Light 42°42′42″N 9°19′27″E

Change Lights to Occ G 4sec 43m 6M 42°43′01″N 9°15′25″E
Gp Fl G(2) 6sec 5M 42°41′17″N 9°16′50″E
(See N18/80-804037)

Add Light Gp Fl WR(3) 12sec 35m 10M 42°43′00″N 9°19′30″E

"Regulated Area" bound by shore and purple dashed line joining 42°43′55″N 9°20′36″E
42°43′55″N 9°17′30″E
42°47′06″N 9°17′30″E
42°47′06″N 9°20′27″E

804037 1Ed. 5/7/77 LAST NM 48/80 (2(44)81 Brest) N16/81

Delete Depth 60 meters 43°03′53″N 9°24′37″E

804037 1Ed. 5/7/77 LAST NM 16/81 (22(63)84 Brest) N29/84

Change Visibility (range) of lights to 9M 42°43′02″N 9°15′25″E
7M 42°41′16″N 9°16′50″E

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*804059 1Ed. 10/15/77 NEW CHART (DMAHC) N49/77

804059 1Ed. 10/15/77 LAST NM 49/77 (NVS3846/78) N48/78

Relocate Buoy "3" close NW to 14°46′36″N 120°12′10″E

Add Legend "Missing" to Buoy "A" 14°48′51″N 120°15′08″E

804059 1Ed. 10/15/77 LAST NM 48/78 (NVS3885/78) N2/79

Delete Legend "Missing" from Buoy "A" 14°48′51″N 120°15′08″E
(See N48/78-804059)

804059 1Ed. 10/15/77 LAST NM 2/79 (NVS5074/79) N49/79

Delete Legend "AERO R Bn Tr" 14°46′35″N 120°13′27″E

804059	1Ed. 10/15/77	LAST NM 49/79	(20/80 CG14) N24/80
	Delete	Buoy "11"	14°49′40″N 120°14′13″E
	Add	Buoys "S", black and red bands, Int Qk Fl G Ra Ref in	14°48′26″N 120°14′15″E
		"2", red, Fl R 4sec Ra Ref	14°49′51″N 120°13′55″E
		"4", red, Fl R 6sec Ra Ref	14°51′04″N 120°13′18″E
		"5", black can	14°51′04″N 120°12′54″E
804059	1Ed. 10/15/77	LAST NM 24/80	(26/80 CG14) N30/80
	Change	Buoy to "5", black can, Fl G 4sec Ra Ref	14°51′04″N 120°12′54″E
		(See N24/80-804059)	
★804059	1Ed. 10/15/77	LAST NM 30/80	(DMAHTC) N21/81
	Change	DMA Stock No. to AMPHI804059 in lower right corner of chart	
804059	1Ed. 10/15/77	LAST NM 21/81	(NVS7159/84) N25/84
	Add	Depth 54 meters Wk	14°42′03″N 120°11′59″E
★804567	2Ed. 3/15/80	NEW EDITION	(DMAHTC) N18/80
804567	2Ed. 3/15/80	LAST NM 18/80	(34/80 CG7) N39/80
	Add	Buoy "5", black, Fl G	19°55′55.0″N 75°10′04.5″W
804567	2Ed. 3/15/80	LAST NM 39/80	(9, 10/81 CG7) N14/81
	Relocate	Buoy "5" (19°55′55.0″N 75°10′04.5″W) to	19°55′45.8″N 75°10′09.0″W
		(See N39/80-804567)	
	Change	Lights to Fl G 4sec 11m 3M	19°55′08″N 75°09′44″W
		Fl 6sec 14m 5M	19°55′04″N 75°09′17″W
		Int Qk Fl 4M	19°55′16″N 75°08′43″W
804567	2Ed. 3/15/80	LAST NM 14/81	(12/81 CG7) N17/81
	Delete	Buoys "1A"	19°54′44″N 75°11′00″W
		"5"	19°54′41″N 75°11′48″W
		"6"	19°54′43″N 75°11′58″W
		"7"	19°54′50″N 75°12′08″W
	Relocate	Light close NE to	19°57′04.9″N 75°08′42.4″W
	Add	Buoy "2", red, Fl R	19°54′48.0″N 75°11′07.5″W
		Lights "5"	19°54′40.5″N 75°11′46.8″W
		"6"	19°54′43.1″N 75°11′46.8″W
		"7"	19°54′40.0″N 75°12′09.8″W
804567	2Ed. 3/15/80	LAST NM 17/81	(NVS6370/81) N18/81
	Delete	Bns	19°56′15″N 75°09′27″W
			19°56′12″N 75°10′07″W

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804567	(Continued)		N18/81
	Delete	Position circle	19°54′10″N 75°10′04″W
		Pier in vicinity	19°55′05″N 75°08′40″W
	Relocate	Buoy "9"	
		(19°56′20.0″N 75°08′58.8″W) to	19°56′29.0″N 75°08′55.0″W
	Add	Position circles "TR"	19°56′30.5″N 75°09′57.1″W
			19°56′07.1″N 75°10′36.8″W
			19°56′10.8″N 75°11′23.8″W
804567	2Ed. 3/15/80	LAST NM 18/81	(12/81 CG7) N22/81
	Add	Legends "Fl G" to light "5"	19°54′40.5″N 75°11′46.8″W
		"Fl R" to light "6"	19°54′43.1″N 75°11′46.8″W
		"Fl G" to light "7"	19°54′40.0″N 75°12′09.8″W
		(See 17/81-804567)	

★805124	1Ed. 6/22/85	NEW CHART	(DMAHTC) N7/86
805124	1Ed. 6/22/85	LAST NM 7/86	(DMAHTC) N8/86
	Change	Note in upper right margin of chart to "BUOYAGE IALA Buoyage System (Region A) is in effect in the area covered by this chart. See Chart No. 1."	

★805195	1Ed. 5/20/78	NEW CHART	(DMAHC) N27/78

805647	1Ed. 6/49	LAST NM 20/74	(48/77 CG14) N53/77
	Add	Light Qk Fl 14ft (Priv maintd)	21°21′23″N 158°08′07″W
805647	1Ed. 6/49	LAST NM 53/77	(29/78 CG14) N32/78
	Add	Designation "2" to light	21°26′47″N 158°11′39″W
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805647	1Ed. 6/49	LAST NM 32/78	(51/78 CG14) N4/79
	Change	Visibility (range) of light to 25M	21°17′58″N 158°06′32″W
805647	1Ed. 6/49	LAST NM 4/79	(7/80 CG14) N15/80
	Add	Light Fl 4sec 20ft	21°27′02″N 158°11′59″W
805647	1Ed. 6/49	LAST NM 15/80	(33/82 CG14) N37/82
	Change	Light to Fl G 4sec 20ft 5M and add designation "1"	21°27′02″N 158°11′59″W
805647	1Ed. 6/49	LAST NM 37/82	(23/84 CG14) N27/84
	Change	Color of buoys, each to green	
		"3"	21°36′12″N 158°06′39″W
		"5"	21°36′02″N 158°06′28″W

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805647	(Continued)		N27/84
	Add	Note in upper right margin of chart "CHANGES IN BUOYAGE Certain buoys, lights and beacons within the area of this chart will be affected by the implementation of the conversion to IALA Maritime Buoyage System in Region B. For further explanation, see annual NM 1(6) and Chart No. 1."	
805647	1Ed. 6/49	LAST NM 27/84	(NVS7314/84) N37/84
	Add	Depth 6¼ fathoms Wks "Rep (1984)"	21°24′58.8″N 158°11′54.3″W
★805980	3Ed. 4/15/78	NEW EDITION	(DMAHC) N23/78
805980	3Ed. 4/15/78	LAST NM 23/78	(52/78 CG14) N4/79
	Change	Obscured sector of light to 124°-290°	20°35.2′N 156°24.9′W
★805980	3Ed. 4/15/78	LAST NM 4/79	(NVS4044/79) N29/79
	Delete	Position circle "Tank"	20°31′01″N 156°40′00″W
805980	3Ed. 4/15/78	LAST NM 29/79	(32/79 CG14) N36/79
	Add	Buoy "C", white and orange bands, Fl 2sec Ra Ref (Priv maintd)	20°42.7′N 156°39.8′W
805980	3Ed. 4/15/78	LAST NM 36/79	(46/79 CG14) N50/79
	Delete	Buoy "C" (Supersedes N36/79-805980)	20°42.7′N 156°39.8′W
805980	3Ed. 4/15/78	LAST NM 50/79	(26/83 CG14; DMAHTC) N31/83
	Change	Height of light to 120ft	20°30′20″N 156°40′10″W
	Add	Legend "(Correct through NM 15/78)" in lower left margin of chart	
805980	3Ed. 4/15/78	LAST NM 31/83	(3/85 CG14) N9/85
	Change	Characteristic of buoy "2" to Fl R 4s	20°44′31″N 156°52′56″W
806927	6Ed. 8/10/85	NEW EDITION	(DMAHTC) N46/85
★807370	2Ed. 8/17/85	NEW EDITION	(DMAHTC) N46/85
807448	1Ed. 2/51	LAST NM 46/73	(US CH 19347) N27/77
	Add	Danger circle "Unexploded ordnance rep (1975)"	20°38′12″N 156°29′54″W
★807861	2Ed. 4/17/76	NEW EDITION	(DMAHC) N32/76

807861	2Ed. 4/17/76	LAST NM 32/76	(37(33)77 Brest) N42/77
	Relocate	Buoy (41°32′46″N 9°23′52″E) to	41°32′48″N 9°24′00″E
		and change to red over white, topmark 2 cones bases together, Fl R Ra Ref	
807861	2Ed. 4/17/76	LAST NM 42/77	(38(20)77 Brest) N43/77
	Add	Wreck	41°43′00″N 9°27′00″E
807861	2Ed. 4/17/76	LAST NM 43/77	(41(38)77 Brest) N52/77
	Add	Position circle "TV TR"	41°44′17″N 9°23′15″E
807861	2Ed. 4/17/76	LAST NM 52/77	(49(34)77 Brest) N5/78
	Delete	Buoys "4"	41°25′48″N 9°14′57″E
		"6"	41°25′20″N 9°14′06″E
807861	2Ed. 4/17/76	LAST NM 5/78	(11(31, 32)78 Brest) N20/78
	Change	Light to Gp Fl (3) 12sec 39ft 9M	41°36′53″N 9°22′15″E
		Buoy to black, cone topmark point up, Occ G	41°36′35″N 9°19′08″E
807861	2Ed. 4/17/76	LAST NM 20/78	(18(21, Sec. 2.4)78 Brest) N24/78
	Delete	Buoy	41°30′33″N 9°23′07″E
	Add	Buoy, red with white band, double cone topmark points downward, Gp Occ (2) 6sec R Ref	41°30′29″N 9°23′34″E
807861	2Ed. 4/17/76	LAST NM 24/78	(25(43)78 Brest) N35/78
	Add	Note from back of Section I under title block	
		Legend "SEE NOTE"	41°38′00″N 9°31′00″E
		Position circle "Tower"	41°36′07″N 9°22′15″E
		Purple dashed lines (channel limit) between	41°36′53″N 9°22′15″E
			41°39′13″N 9°32′30″E
		between	41°36′07″N 9°22′15″E
			41°37′17″N 9°22′15″E
807861	2Ed. 4/17/76	LAST NM 35/78	(4(39)79 Brest) N13/79
	Add	Stranded wreck	41°37′04″N 9°22′15″E
807861	2Ed. 4/17/76	LAST NM 13/79	(10(27)79 Brest) N17/79
	Add	Buoy, black and white bands, Fl	41°22′26″N 9°15′09″E
807861	2Ed. 4/17/76	LAST NM 17/79	(12(34)79 Brest; Fr CH 4126) N19/79
	Delete	Legend "Tower"	41°36′56″N 9°22′25″E
		Note: Position circle remains	
	Relocate	Light close S to	41°36′51″N 9°22′16″E

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807861	(Continued)			N19/79
	Add	Depths 4 fathoms 1 foot in		41°37′49″N 9°22′19″E
		8 fathoms 1 foot		41°36′36″N 9°22′11″E
		1 fathom 4 feet		41°36′12″N 9°18′21″E
		1 fathom 5 feet		41°36′12″N 9°18′04″E
		1 fathom 4 feet		41°36′00″N 9°17′59″E
807861	2Ed. 4/17/76	LAST NM 19/79	(15(50), 16(41)79 Brest)	N24/79
	Add	Depth 11 fathoms		41°20′17″N 9°18′19″E
		Buoy, black and white bands, Gp Fl Ra Ref		41°22′24″N 9°17′52″E
807861	2Ed. 4/17/76	LAST NM 24/79	(27(33)79 Brest)	N35/79
	Substitute	Depth 10 fathoms 4 feet for 11 fathoms (See N24/79-807861)		41°20′17″N 9°18′19″E
	Add	Depths 10 fathoms 3 feet in		41°20′29″N 9°18′09″E
		16 fathoms 2 feet		41°20′20″N 9°18′31″E
807861	2Ed. 4/17/76	LAST NM 35/79	(NVS6053/80)	N14/80
	Add	Note from back of Section I in right center margin of chart		
807861	2Ed. 4/17/76	LAST NM 14/80	(8(40)80 Brest)	N18/80
	Add	Legend "Destr" to tower		41°36′03″N 9°22′16″E
807861	2Ed. 4/17/76	LAST NM 18/80	(26(52)80 Brest)	N38/80
	Substitute	Starboard buoy: pillar, G, cone topmark, Occ G 4s, for buoy		41°36′33″N 9°19′10″E
807861	2Ed. 4/17/76	LAST NM 38/80	(31(32)80 Brest)	N39/80
	Change	Light to Gp Fl G(3) 12sec 39ft 9M		41°36′51″N 9°22′16″E
807861	2Ed. 4/17/76	LAST NM 39/80	(40(55)80 Brest; Fr CH 3937)	N46/80
	Substitute	W. Cardinal buoy: pillar, YBY, double cone topmark points together, V Qk Fl(9) 10s		41°22′26″N 9°15′09″E
	Add	Submarine cable joining		41°20′00″N 9°20′13″E
				41°20′25″N 9°21′09″E
				41°20′41″N 9°23′38″E
				41°21′37″N 9°26′07″E
				41°23′32″N 9°32′30″E
807861	2Ed. 4/17/76	LAST NM 46/80	(Fr LL)	N21/81
	Substitute	W. Cardinal buoy: pillar, YBY, double cone topmark points together, Q(9) 15s, for buoy		41°22′24″N 9°17′52″E
	Add	Light Q(3) 10s 59ft 11M, Racon		41°21′58″N 9°18′57″E

807861	2Ed. 4/17/76	LAST NM 21/81	(22(26)81 Brest) N30/81
	Substitute	Note from back of Section I for note in right upper margin of chart under title information	
807861	2Ed. 4/17/76	LAST NM 30/81	(25(31)81 Brest) N32/81
	Delete	Legend "Destr" from tower	41°36′03″N 9°22′16″E
	Change	Bn to isolated danger beacon: BRB	41°21′53″N 9°12′48″E
807861	2Ed. 4/17/76	LAST NM 32/81	(30(31)81 Brest) N40/81
	Delete	Tower	41°36′03″N 9°22′16″E
		Bn	41°21′53″N 9°12′48″E
		(See N32/81-807861)	
807861	2Ed. 4/17/76	LAST NM 40/81	(35(41)84 Brest) N48/84
	Delete	Buoy	41°22′26″N 9°15′09″E
808236	2Ed. 3/15/75	LAST NM 20/75	(RS 2319/75) N38/75
	Amend	East and southerly limits of LEON CREEK NAVAL GUNFIRE AREA to line joining	14°50′58″N 120°05′30″E 14°50′06″N 120°05′30″E 14°50′05″N 120°04′44″E 14°47′32″N 120°01′16″E
★808236	2Ed. 3/15/75	LAST NM 38/75	(FLIP AP/3A-9/11/75) N41/75
	Delete	TABONES TARGET COMPLEX and limits	14°50′N 120°06′E
	Add	TABONES IMPACT AREA, NAVAL GUNFIRE/CLOSE AIR SUPPORT bounded by line joinng	14°52.0′N 120°04.0′E 14°52.0′N 120°05.0′E 14°53.0′N 120°06.0′E 14°53.0′N 120°07.0′E 14°52.2′N 120°07.7′E 14°51.5′N 120°07.7′E 14°50.0′N 120°08.0′E 14°48.0′N 120°08.0′E 14°47.0′N 120°05.0′E 14°52.0′N 120°04.0′E
★808365	2Ed. 11/18/75	NEW EDITION	(DMAHC) N4/76
808365	2Ed. 11/18/75	LAST NM 4/76	(NVS3831/78; 13(417)78 Cadiz) N45/78
	Add	Dashed line (breakwater) with legend "Under construction" joining	36°58′08″N 1°53′57″W 36°58′06″N 1°53′41″W 36°57′58″N 1°53′39″W
		Buoy (wavemeter)	36°58′24″N 1°53′36″W

808365	2Ed. 11/18/75	LAST NM 45/78	(NVS3896/79) N9/79
	Add	Note from back of Section I in upper right margin of chart	
808365	2Ed. 11/18/75	LAST NM 9/79	(45(1402)79 Cadiz) N12/80
	Substitute	Solid line (breakwater) for dashed line joining	36°58′08″N 1°53′57″W 36°58′06″N 1°53′41″W 36°57′58″N 1°53′39″W
808365	2Ed. 11/18/75	LAST NM 12/80 (48(1961)83, 17(669)84 Cadiz; BA LL)	N37/84
	Delete	Solid line (breakwater) in vicinity	36°58.1′N 1°53.7′W
	Change	Buoy to special buoy: Y, spherical, Fl(5) Y 20s	36°58′24″N 1°53′36″W
		Light to Mo(NS) 30s 222m 31M	36°56′34″N 1°54′16″W
	Add	Double solid lines with land tint (breakwater) joining	36°58′50″N 1°54′00″W 36°58′49″N 1°53′43″W 36°58′36″N 1°53′32″W 36°58′30″N 1°53′32″W
		joining	36°58′09″N 1°53′57″W 36°58′08″N 1°53′41″W 36°57′53″N 1°53′36″W
		Lights Fl G 10s 6M Fl(3) 16s 3M Fl(2) G 10s 6M	36°58′30″N 1°53′32″W 36°58′08″N 1°53′41″W 36°57′53″N 1°53′36″W
		Legend "P. de Carbonera"	36°58′15″N 1°53′08″W

★808568	1Ed. 8/27/77	NEW CHART	(DMAHC) N48/77
808568	1Ed. 8/27/77	LAST NM 48/77	(1(10)78 Genova) N9/78
	Change	Visibility (range) of light (Gp Fl) to 34M	40°39′25″N 17°58′08″E
808568	1Ed. 8/27/77	LAST NM 9/78	(50(2)78 Genova) N6/79
	Add	Wreck (PA)	40°41.0′N 17°58.3′E
808568	1Ed. 8/27/77	LAST NM 6/79	(25(20)81 Genova) N7/82
	Change	Buoy to black yellow black bands, nun, Fl 3sec	40°39.8′N 18°02.4′E
808568	1Ed. 8/27/77	LAST NM 7/82 (1(26), 3(2)82 Genova; NVS6577/82)	N22/82
	Change	Buoy to BRB, Fl R 5s	40°39′05″N 17°58′39″E

(continued on next page)

808568	(Continued)		N22/82
	Add	Note in right upper margin of chart "CHANGES IN BUOYAGE Certain buoys, lights and beacons within the area of this chart will be affected by the implementation of the conversion to IALA Maritime Buoyage System in Region A. For further explanation, see annual NM 1(6) and Chart No. 1."	
		"Work in progress" area bound by shore and dashed line joining	40°38′45″N 17°58′05″E 40°38′58″N 17°58′00″E 40°38′59″N 17°57′55″E 40°38′48″N 17°57′54″E
808568	1Ed. 8/27/77	LAST NM 22/82	(11(23)82 Genova) N36/82
	Change	Visibility (range) of light to 17M	40°39′25″N 17°58′08″E
808568	1Ed. 8/27/77	LAST NM 36/82	(3(9)83 Genova) N28/83
	Delete	Light	40°39′25″N 17°58′09″E
	Change	Light to Fl(2) WG 6s 13m 12/10M	40°39′44″N 17°58′15″E
808568	1Ed. 8/27/77	LAST NM 28/83	(22(41)83 Genova; DMAHTC) N15/84
	Change	Buoy to isolated danger buoy: BRB, double ball topmark, Fl(2) 5s	40°39.1′N 17°58.6′E
	Add	Legend "(Correct through NM 35/77)" in lower left margin of chart	
808568	1Ed. 8/27/77	LAST NM 15/84	(22(6)84 Genova) N17/85
	Change	Light to Fl(2) G 6s 13m 7M	40°39′44″N 17°58′15″E
808568	1Ed. 8/27/77	LAST NM 17/85	(19(15), 25(6)84 Genova) N25/85
	Add	Light FR, Fl(4) 20s 96m 17M at monument	40°38′46″N 17°56′51″E
808568	1Ed. 8/27/77	LAST NM 25/85	(13(3)85 Genova) N34/85
	Add	Legend "Work in progress (1985)"	40°39′47″N 17°58′40″E
★808916	2Ed. 3/25/78	NEW EDITION	(DMAHC) N19/78
★809055	7Ed. 10/22/83	NEW EDITION	(DMAHTC; 48/83 CG11; NVS7186/84; USCG LL) N11/84
	Change	Characteristic of buoy "2" to Fl R 2½s (Previously published 46/83)	33°12.1′N 117°24.5′W

(continued on next page)

★809055	(Continued)			N11/84
	Change	Color of buoys to white and orange bands	33°12′32″N 117°24′45″W	
			33°12′46″N 117°24′52″W	
			33°21′44″N 117°33′50″W	
			33°21′50″N 117°33′47″W	
			33°20′18″N 117°37′01″W	
			33°22′29″N 117°36′03″W	
			33°23′00″N 117°36′22″W	
			33°23′30″N 117°36′38″W	
			33°25′42″N 117°37′46″W	
			33°26′05″N 117°41′35″W	
			33°26′08″N 117°41′55″W	
		Color of buoys to orange	33°12′36″N 117°24′46″W	
			33°12′44″N 117°24′48″W	
	Add	Light "4" Fl R 4s 9M HORN	33°12′20″N 117°23′57″W	
		WHIS to buoy "2"	33°27′17″N 117°43′15″W	
		Legend "(Priv maintd)" to buoy "2C"	33°08′02″N 117°21′20″W	
		Light symbol	33°23′18″N 117°35′42″W	
		Double solid line (breakwater) between	33°12′20″N 117°23′57″W	
			33°12′25″N 117°23′55″W	
809055	7Ed. 10/22/83	LAST NM 11/84		(3/84 CG11) N23/84
	Delete	HORN from light	33°12′24″N 117°23′54″W	
809055	7Ed. 10/22/83	LAST NM 23/84		(7/85 CG11) N11/85
	Change	Visibility (range) of light to 9M	33°27′16″N 117°41′26″W	
809055	7Ed. 10/22/83	LAST NM 11/85		(14/85 CG11) N16/85
	Change	Characteristic of buoy "SO" to Fl R 4s and designation to "2SO"	33°20′55″N 117°34′13″W	
809055	7Ed. 10/22/83	LAST NM 16/85		(25/85 CG11) N28/85
	Add	Period of buoy "2C" to 4s	33°07.9′N 117°21.4′W	
809055	7Ed. 10/22/83	LAST NM 28/85		(3/86 CG11) N6/86
	Change	Color of buoy to yellow	33°20.3′N 117°37.1′W	
★809278	1Ed. 9/29/84	NEW CHART		(DMAHTC) N8/85
★809310	7Ed. 7/7/84	NEW EDITION		(DMAHTC; 23/84 CG5) N49/84
	Relocate	Buoy "B1" (34°37′09″N 77°06′42″W) to and change designation to "BI"	37°37′00″N 77°07′03″W	

809310	7Ed. 7/7/84	LAST NM 49/84	(23/84 CG5; USCG LL) N4/85
	Relocate	Buoy "B1" (34°37′09″N 77°06′42″W) to and change designation to "BI" (See N49/84-809310)	34°37′00″N 77°07′03″W
809310	7Ed. 7/7/84	LAST NM 4/85	(7/85 CG5) N12/85
	Relocate	Buoy "BI" (34°37′00″N 77°07′03″W) to (See N4/85-809310)	34°37′48″N 77°05′12″W
809310	7Ed. 7/7/84	LAST NM 12/85	(10/85 CG5) N14/85
	Relocate	Buoy "BI" (34°37′48″N 77°05′12″W) to and change color to red and white stripes (See N12/85-809310)	34°37′54.0″N 77°05′16.5″W
809310	7Ed. 7/7/84	LAST NM 14/85	(23/85 CG5) N27/85
	Change	Characteristic of light to Fl Y 2½s and delete designation "5"	34°31′32″N 77°20′35″W
★809559	1Ed. 6/22/85	NEW CHART	(DMAHTC) N32/85
★809679	1Ed. 11/17/79	NEW CHART	(DMAHTC) N4/80
809679	1Ed. 11/17/79	LAST NM 4/80	(12/80 CG11) N15/80
	Delete	Buoys (mooring)	32°36′45″N 117°10′13″W 32°36′50″N 117°20′04″W 32°36′54″N 117°10′15″W 32°40′21″N 117°12′01″W 32°40′21″N 117°11′41″W
809679	1Ed. 11/17/79	LAST NM 15/80	(12/80 CG11) N25/80
	Delete	Buoy (mooring) (See 15/80-809679)	32°36′50″N 117°10′04″W
809679	1Ed. 11/17/79	LAST NM 25/80	(33/81 CG11) N38/81
	Add	Buoy (mooring) "CG1"	32°40′25″N 117°13′58″W
809679	1Ed. 11/17/79	LAST NM 38/81	(36/81 CG11) N39/81
	Relocate	Buoy "11" close W to	32°40′55.0″N 117°13′50.5″W
809679	1Ed. 11/17/79	LAST NM 39/81	(CL1465/82; BP118355) N4/83
	Delete	Purple dashed lines centered Note: Legend "Sewer" remains	32°40′34″N 117°16′06″W
	Add	Purple dashed lines joining	32°40′47″N 117°14′51″W 32°40′20″N 117°16′58″W 32°40′07″N 117°17′01″W
		between	32°40′20″N 117°16′58″W 32°40′31″N 117°17′08″W

809679	1Ed. 11/17/79 LAST NM 4/83		(2/83 CG11) N6/83
	Change	Period of light to 4sec	32°45′30″N 117°15′33″W
809679	1Ed. 11/17/79 LAST NM 6/83		(11/83 CG11) N15/83
	Delete	Random dots	32°36′40″N 117°08′36″W
T 809679	1Ed. 11/17/79 LAST NM 15/83		(12/83 CG11) N16/83
	(Temp'y)		
	Add	Buoy "8A", red, Qk Fl R	32°39′57.5″N 117°13′21.5″W
809679	1Ed. 11/17/79 LAST NM 16/83		(24/83 CG11) N28/83
	Change	Light "B" to Fl 4sec 16ft 12M	32°41′11″N 117°13′55″W
		Designation of buoy "1" to "SD"	32°37′18″N 117°14′42″W
809679	1Ed. 11/17/79 LAST NM 28/83		(23/83 CG11; DMAHTC) N34/83
	Change	Buoy "SD" to red and white stripes, Mo(A) WHIS (See N28/83-809679)	32°37′18″N 117°14′42″W
	Add	Legend "(Correct through NM 46/79)" in lower left margin of chart	
		Note in lower right margin of chart "CHANGES IN BUOYAGE Certain buoys, lights and beacons within the area of this chart will be affected by the implementation of the conversion to IALA Maritime Buoyage System in Region B. For further explanation, see annual NM 1(6) and Chart No. 1."	
809679	1Ed. 11/17/79 LAST NM 34/83		(34/83 CG11) N39/83
	Change	Characteristic of buoy "3" to Fl G 6sec and add light flare symbol	32°38′13″N 117°14′10″W
	Add	Light flare symbol to buoy "SD"	32°37′18″N 117°14′42″W
809679	1Ed. 11/17/79 LAST NM 39/83		(42/83 CG11) N46/83
	Delete	Buoy (Supersedes 16/83T-809679)	32°39′57.5″N 117°13′21.5″W
	Add	Buoy "8A", red, Qk Fl R	32°39′56.5″N 117°13′21.0″W
809679	1Ed. 11/17/79 LAST NM 46/83		(44/83 CG11) N48/83
	Delete	Light and R Bn	32°45′30″N 117°15′33″W
	Add	Buoy "1", black, Fl 6sec	32°45′28″N 117°15′37″W

809679	1Ed. 11/17/79	LAST NM 48/83	(NVS7105/83) N49/83
	Change	100,000 M Square identification "MF" to "MG" in four places in UTM grid box in lower right margin of chart.	
809679	1Ed. 11/17/79	LAST NM 49/83	(10/84 CG11) N13/84
	Change	Color of buoy "11" to green	32°40′55.0″N 117°13′50.5″W
809679	1Ed. 11/17/79	LAST NM 13/84	(13/84 CG11) N16/84
	Change	Color of buoy "9" to green	32°40′24″N 117°13′46″W
809679	1Ed. 11/17/79	LAST NM 16/84	(18/84 CG11) N21/84
	Add	Dangerous wreck (PA)	32°39.8′N 117°14.0′W
809679	1Ed. 11/17/79	LAST NM 21/84	(NVS7257/84) N23/84
	Delete	Position circle "Water Tank"	32°41′52″N 117°10′13″W
809679	1Ed. 11/17/79	LAST NM 23/84	(32/84 CG11) N36/84
	Delete	Buoys "8A"	32°39′56.5″N 117°13′21.0″W
		"1"	32°45′28.0″N 117°15′37.0″W
		(See N46/83, N48/83-809679)	
	Change	Characteristic of light "V" to Fl Y 2.5s	32°40′55″N 117°13′22″E
		Light "Z" to Fl Y 2.5s 20ft 5M HORN	32°40′00″N 117°13′20″W
	Add	Light "1", Fl G 4s 31ft 5M	32°45′30″N 117°15′33″W
★809679	1Ed. 11/17/79	LAST NM 36/84	(32/84 CG11) N38/84
	Change	Characteristic of light "V" to Fl Y 2.5s	32°40′55″N 117°13′22″W
		(See N36/84-809679)	
809679	1Ed. 11/17/79	LAST NM 38/84	(41/84 CG11) N45/84
	Change	Characteristic of lights, each to Fl Y 2.5s	
		"X"	32°40′28″N 117°13′22″W
		"Y"	32°40′15″N 117°13′22″W
		Light to "W" Fl Y 2.5s 18ft	32°40′43″N 117°13′22″W
809679	1Ed. 11/17/79	LAST NM 45/84	(49/84 CG11) N3/85
	Delete	Buoys "A"	32°39′47″N 117°12′40″W
		"B"	32°39′05″N 117°13′21″W
		"C"	32°38′28″N 117°13′08″W
		"D"	32°37′57″N 117°12′27″W
		"E"	32°38′09″N 117°11′11″W
		"F"	32°38′35″N 117°10′59″W
		"G"	32°39′25″N 117°11′06″W
		"H"	32°39′53″N 117°11′47″W
		"J"	32°38′55″N 117°12′07″W

809679	1Ed. 11/17/79	LAST NM 3/85	(3/85 CG11) N9/85
	Add	Buoy (wavemeter), orange and white, Fl Y	32°44.8′N 117°22.2′W
809679	1Ed. 11/17/79	LAST NM 9/85	(7/85 CG11) N11/85
	Delete	HORN from light	32°46′19″N 117°16′04″W
809679	1Ed. 11/17/79	LAST NM 11/85	(9/85 CG11) N12/85
	Add	HORN to light "1" (See N36/84-809679)	32°45′30″N 117°15′33″W
809679	1Ed. 11/17/79	LAST NM 12/85	(34/85 CG11) N37/85
	Relocate	Buoy "SD" close N to	32°37′20″N 117°14′42″W
809679	1Ed. 11/17/79	LAST NM 37/85	(47/85 CG11) N50/85
	Add	Dangerous submerged rock	32°45′31″N 117°15′29″W
809679	1Ed. 11/17/79	LAST NM 50/85	(5/86 CG11) N8/86
	Change	Color of buoy "7" to green	32°39′54″N 117°13′42″W
★**809780**	1Ed. 7/23/77	NEW CHART	(DMAHC) N37/77
809780	1Ed. 7/23/77	LAST NM 37/77	(NVS6053/80) N14/80
	Add	Note from back of Section I in lower left margin of chart	

Light Range (Visibility). (Other than on the Great Lakes and Adjacent Waterways.) A light's range (visibility) is given in nautical miles. Where the range (visibility) is shown as x/xM for a two (2) color light, the first number indicates the range (visibility) of the first color and the second numeral, the range (visibility) of the second color; for instance, F1 WG 12/8M. In this case, the white light would have a visibility of 12 nautical miles and the green light, 8 nautical miles. Where a light has three (3) colors, only the longest and shortest ranges (visibilities) may be given, in which case, the middle range is represented by a hyphen. For example, F1 WRG 12-8M indicates the range (visibility) of the white light to be 12 nautical miles, the green to be 8 miles, and the red to be between 12 and 8 miles.

Chart 1 NM 29/85

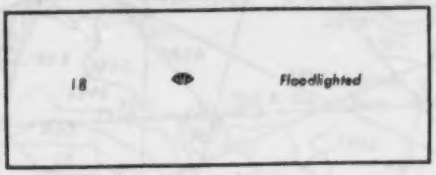


Chart 1 NM 51/85

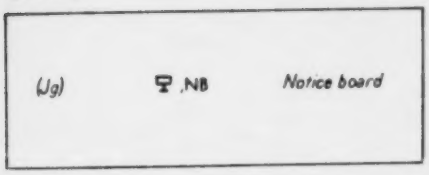


Chart 1 NM 51/85

Chart 1 NM 6/86

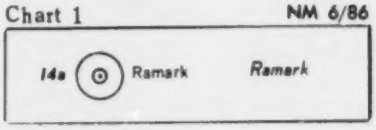


Chart 14 NM 29/85

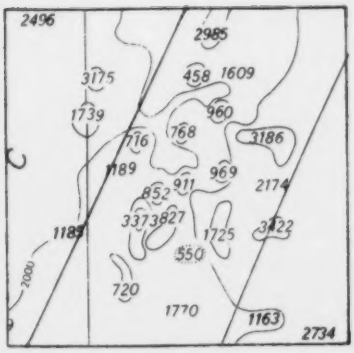
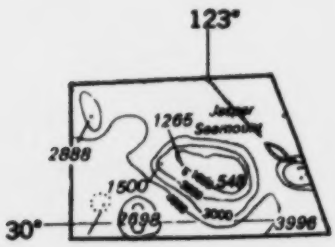
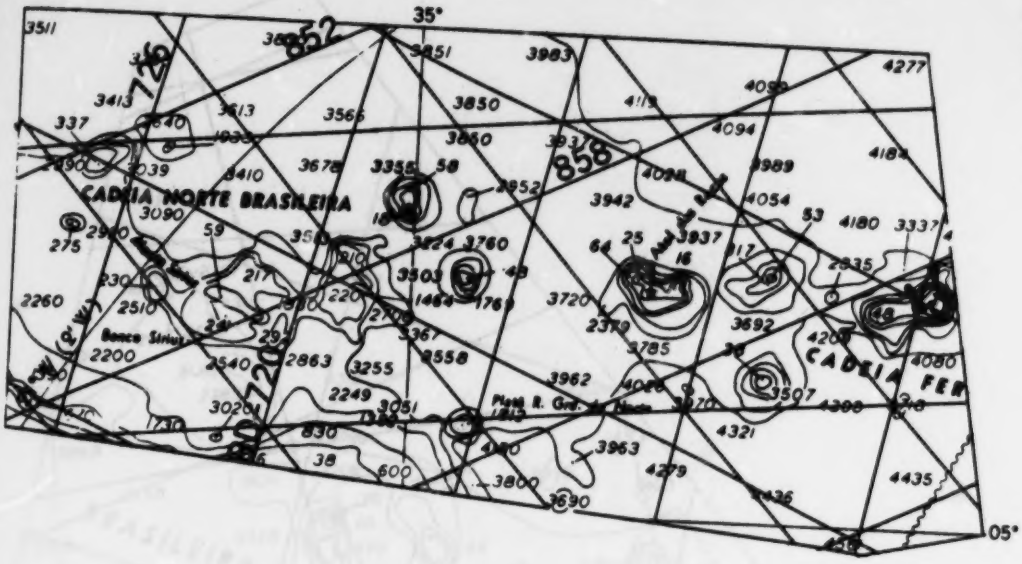


Chart 51 NM 7/84




35°
05°
CADEIA NORTE BRASILEIRA
CADEIA FER
Banco Sirius
Plata R. Grd. do Norte
3511
3413
337
3613
3566
3850
3983
4277
4094
3989
4054
4180
3337
3942
3720
3692
3785
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4279
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4435
4080
3507
3800
3690
3255
2863
2249
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3090
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3678
3355
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3503
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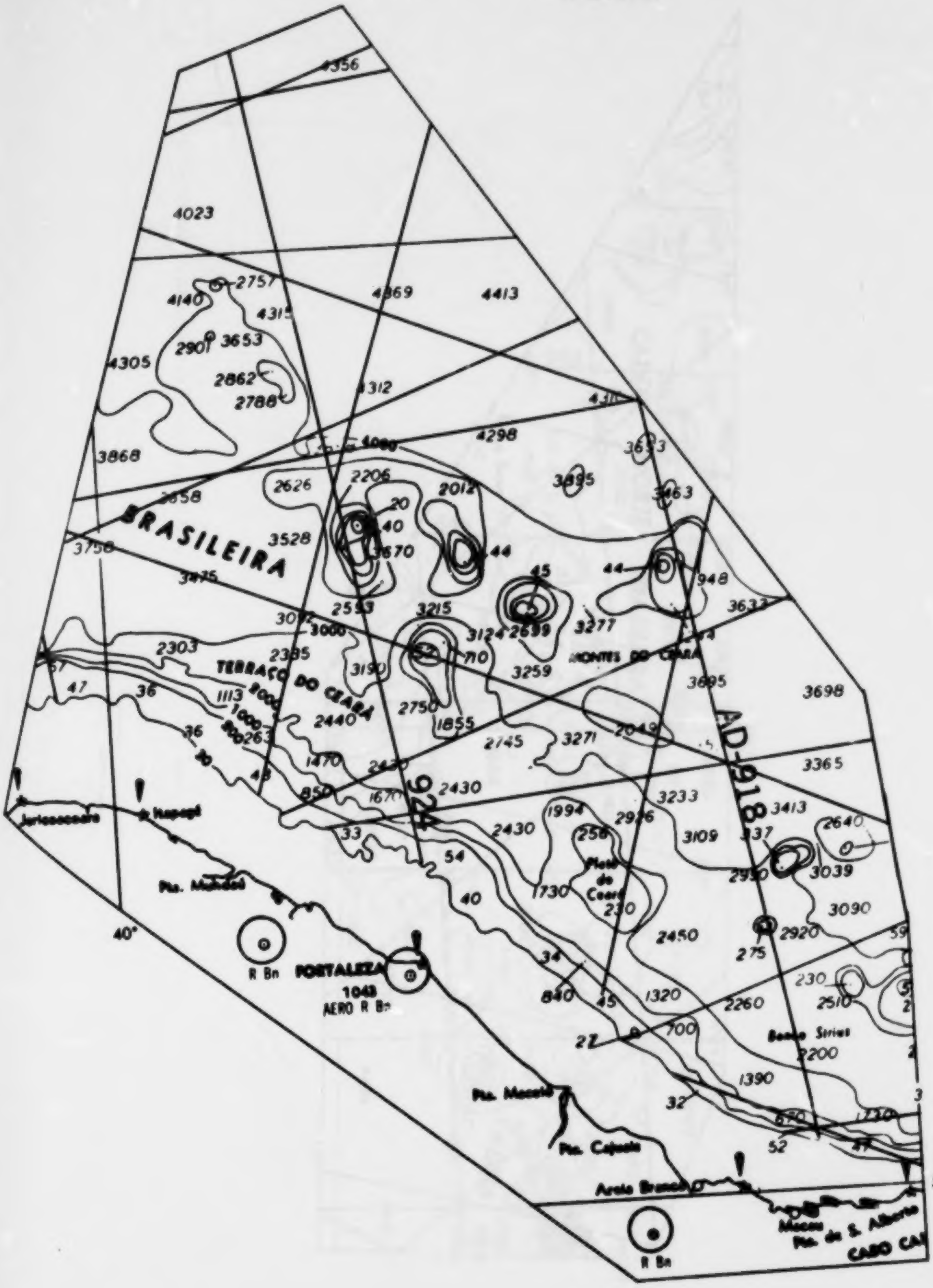
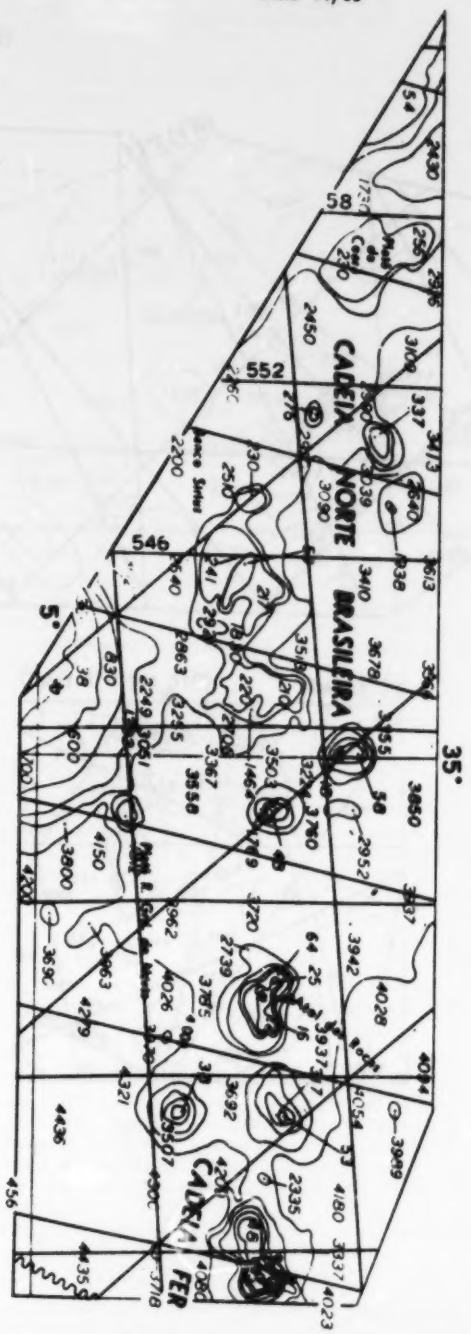


WORLD
WIDE
CHARTS

Chart 202

NM 44/85



WORLD WIDE CHARTS

Chart 502 (Int 502) NM 2/84

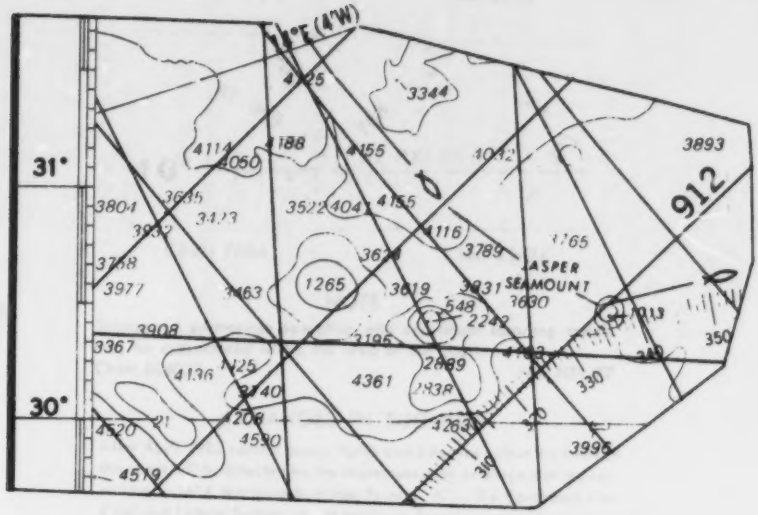
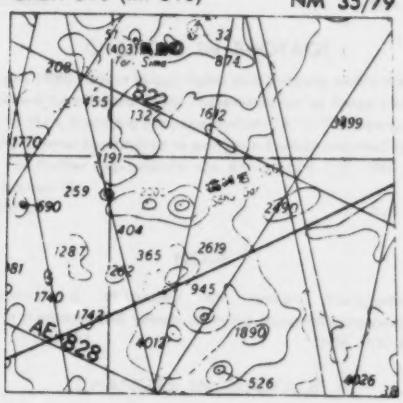


Chart 510 (Int 510) NM 35/79



30.
31.
915

NOTE A

Vessels interested in utilizing this dumping area should have authorization from the Mexican Secretary of the Navy.
Permission can be obtained from the Master's Office for Harbors, Naval Zones or Sectors.
Chart E1003 NM 41/79

Chart 7684 NM 42/76

NOTE

Submerged submarines operating with or without escorting vessels may be encountered within the area of this chart.
Chart 804037 NM N51/77

CHANGES IN BUOYAGE

After April 1980 certain buoys, lights and beacons within the limits of this chart will be affected by the implementation of Stage 4 of the conversion to IALA Maritime Buoyage System "A"—The Combined Cardinal and Lateral System (red to port)—in Europe and Mediterranean Africa. For further explanation, see Annual NM 1(6) 1980 and NM 10/80 Section III.
Chart 804037 NM N14/80

CHANGES IN BUOYAGE

After April 1980 certain buoys, lights and beacons within the limits of this chart will be affected by the implementation of Stage 4 of the conversion to IALA Maritime Buoyage System "A"—The Combined Cardinal and Lateral System (red to port)—in Europe and Mediterranean Africa. For further explanation, see Annual NM 1(6) 1980 and NM 10/80 Section III.
Chart 807861 NM N14/80

NOTE

Channel is obligatory for tankers transporting hydrocarbons and vessels carrying dangerous cargoes.
Chart 807861 NM N30/81

CHANGES IN BUOYAGE

After 1 April 1979 certain buoys, lights and beacons within the area of this chart will be affected by the implementation of Stage 3 of the conversion to IALA Maritime Buoyage System "A"–The Combined Cardinal and Lateral System (red to port)– in Europe and Mediterranean Africa. For further explanation, see NM BS/1979 and Annual NM 1(6)1979.
Chart 808365 NM N9/79

CHANGES IN BUOYAGE

After April 1980 certain buoys, lights and beacons within the limits of this chart will be affected by the implementation of Stage 4 of the conversion to IALA Maritime Buoyage System "A"—The Combined Cardinal and Lateral System (red to port)—in Europe and Mediterranean Africa. For further explanation, see Annual NM 1(6) 1980 and NM 10/80 Section III.
Chart 809780 NM N14/80

Page 26—Lines 12–13/L; read:
Areas; Part 207, Navigation Regulations, and Part 334, Danger Zones and Restricted Area Regulations.
(F.R. 10/22/85) 3/86

Page 26—Lines 23–24/L read:
165); U.S. Army Corps of Engineers (33 CFR 207 and 334).
(F.R. 10/22/85) 3/86

Page 49—Lines 32–33/L; read:
Part 334-Danger Zones and Restricted Area Regulations
§334.10 Gulf of Maine off Seal Island, Maine; ...
(F.R. 10/22/85) 3/86

Page 49—Line 8/R; read:
§334.20 Gulf of Maine off Cape Small, Maine; ...
(F.R. 10/22/85) 3/86

Page 49—Line 31/R; read:
§334.40 Atlantic Ocean in vicinity of Duck Island, ..
(F.R. 10/22/85) 3/86

Page 49—Line 44/R; read:
§334.60 Cape Cod Bay south of Wellfleet Harbor, ..
(F.R. 10/22/85) 3/86

Page 49—Lines 57–58/R; read:
§334.30 Gulf of Maine off Pemaquid Point, Maine; ..
(F.R. 10/22/85) 3/86

Page 50—Line 27/L; read:
§334.50 Piscataqua River at Portsmouth Naval ...
(F.R. 10/22/85) 3/86

Page 50—Line 4/R; read:
or his authorized representative.
Part 207-Navigation Regulations
(F.R. 10/22/85) 3/86

Page 124—Lines 61–62/L; read:
68°44′W., just eastward of the island. (See **334.10**, chapter 2, for limits and regulations.) A wooden ...
(F.R. 10/22/85) 3/86

Page 152—Line 59/L; read:
miles 169° from Pemaquid Point Light. (See **334.30**, ..
(F.R. 10/22/85) 3/86

Page 166—Line 40/R; read:
westward of Sequin Island. (See **334.20**, chapter 2, ...
(F.R. 10/22/85) 3/86

Page 196—Line 30/R; read:
Channel. (See **334.50**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 3/86

Page 205—Line 18/R; read:
the east side of the island. (See **334.40**, chapter 2, for ...
(F.R. 10/22/85) 3/86

Page 226—Lines 22–25/L; read:
wharf of a powerplant. In June 1985, the depths were 10 feet for a midwidth of 150 feet to the turning basin, thence 15 to 18 feet in the turning basin with lesser depths along the north and west sides, ...
(41/85 CG1; BPs 126899-901; CL 902/85) 3/86

Page 231—Line 14/L; read:
are in poor repair, or ruins. **Long Island Head Light** (42°19′48″N., 70°57′29″W.), 120 feet above the water, is shown from a white brick tower on the north side of the island.
(42/85 CG1) 3/86

Page 250—Line 9/R; read:
(See **334.60**, chapter 2, for limits and regulations.) The ...
(F.R. 10/22/85) 3/86

Page 26—Lines 13–14/L; read:
Access Areas; Part 207, Navigation Regulations; and Part 334, Danger Zones and Restricted Area Regulations
(F.R. 10/22/85) 3/86

Page 26—Lines 24–25/L; read:
165); U.S. Army Corps of Engineers (33 CFR 207 and 334).
(F.R. 10/22/85) 3/86

Page 70—Lines 30–31/R; read:
Part 334-Danger Zones and Restricted Area Regulations
§334.60 Cape Cod Bay south of Wellfleet Harbor,..
(F.R. 10/22/85) 3/86

Page 70—Line 43/R; read:
§334.70 Buzzards Bay, and adjacent waters, Mass.;...
(F.R. 10/22/85) 3/86

Page 71—Line 3/L; read:
§334.80 Narragansett Bay, R.I.; prohibited area.
(F.R. 10/22/85) 3/86

Page 99—Lines 19–20/L; read:
Hyannis. In 1983-August 1985, the midchannel controlling depths were 11 feet from the entrance to the anchorage, ...
(41/85 CG1; BP 122568) 3/86

Page 110—Line 21/L; read:
334.70, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 3/86

Page 111—Line 24/L; read:
by navigational aids.
In October 1985, a sunken wreck was reported about 0.3 mile west of Penzance in about 41°31.4′N., 70°41.7′W.
(40/85 CG1) 3/86

Page 131—Line 42/R; read:
of Gould Island. (See **334.80**, chapter 2, for limits ...
(F.R. 10/22/85) 3/86

Page 141—Lines 30–32/L; read:
the cove marks a 5 mph **speed zone**. In June 1985, the channel had a midchannel controlling depth of 4 1/2 feet to within about 200 yards of the bridge; in 1979 depths of less than 1 foot were above the...
(42/85 CG1; BP 127016; CL 984/85) 3/86

Page 141—Line 42/L; read:
City Hall.
In June 1985, depths of 4 1/2 to 6 feet were available in the anchorage.
(42/85 CG1; BP 127016; CL 984/85) 3/86

Page 233 (Photograph)
Change Sandy Hook Light to Sandy Hook Point Light.
(LL/85) 3/86

Page 86—Lines 35–36/L: read:
Inlet.
(14/85 CG3) 24/85

Page 88—Lines 46–51/R: read:
In July 1984. the controlling depth was 12 feet through Cape May Inlet to the inner ends of the jetties; thence in February 1985. 12 feet to the Coast Guard large wharf on the south side of the harbor; thence 8 1/2 feet at midchannel to Schellenger Landing. at the mouth of Schellenger Creek: thence in 1972. 9 feet through Schellenger Creek: thence in 1981. 4 feet . . .
(12/85 CG3: 34/84 CG3) 24/85

Page 96—Lines 12–14/L: read:
the inner side of the barrier beach.
(14/85 CG3) 24/85

Page 100—Lines 11–18/R: read:
vicinity of the bridges. In February 1985. the controlling depth was 6 feet (7 feet at midchannel) through the canal to Delaware Bay.

The mean range of tide is between 4 and 5 feet in Cape May Canal. The current velocity is 1.9 knots at the east end and 0.9 knots at the west end: passage of barge tows may be delayed because of tide and current conditions.
(NOS/84: 12/85 CG3) 24/85

Page 128—Lines 56–57/R: read:
August 1975. and were amended effective 1 April 1985. Copies of the approved rules and regulations . . .
(CP 3-132/85: 15/85 CG3) 24/85

Page 128—Line 63/R: read:
vessels which may transit the canal is 840 feet. Those . . .
(CP 3-132/85: 15/85 CG3) 24/85

Page 129—Lines 5–6/L: read:
vessels. tugs and tows meeting and overtaking each other anywhere between Reedy Point and Town Point. is 190 . . .
(CP 3-132/85: 15/85 CG3) 24/85

Page 129—Lines 24–26/L: read:
clearance. Radio communication shall be established on . . .
(CP 3-132/85: 15/85 CG3) 24/85

Page 129—Lines 34–38/L: read:
e. A westbound vessel must be able to pass either Pea Patch Island or Reedy Island within 1 hour after receipt of clearance. An eastbound vessel must be able to pass Arnold Point within 1 hour of receipt of clearance. A clearance . . .
(CP 3-132/85: 15/85 CG3) 24/85

Page 129—Lines 42–44/L: read:
will not be made within 1 hour after the dispatcher has given a clearance to enter the Canal. The dispatcher will be furnished the actual time of passing these check points. along with the estimated time of arrival at Town Point or Reedy Point. A vessel entering or departing the Canal must also report . . .
(CP 3-132/85: 15/85 CG3) 24/85

Page 129—Lines 56–58/L: read:
4. Vessels moitoring is performed by TV cameras. located at Reedy Point. Old Town Point Wharf. and the Conrail Railroad Bridge. These cameras are remotely . . .
(CP 3-132/85 15/85 CG3) 24/85

Page 129—Lines 3–4/R: read:
This form may be obtained from the District Engineer or the Superintendent of Operations and Maintenance. Cheaspeake and Delaware Canal. Chesapeake . . .
(CP 3-132/85: 15/85 CG3) 24/85

(continued on next page)

(continued on next page)

COAST PILOT 3 (continued)

Page 145—Lines 6–7/R: read:
Willoughby Spit. In March 1985, the reported controlling depth was 5 feet. Some supplies, fuel, and berthing . . .
(12/85 CG5) 24/85

Page 148—Line 45/R: read:
In August 1984, the controlling depth was 8 feet in . . .
(CL 1224/84) 24/85

Page 148—Lines 48–49/R: read:
the best guide.
(CL 1224/84) 24/85

Page 153—Lines 35–36/R: read:
midchannel controlling depth of 5 feet, thence the basin had depths of 6 feet. Limited . . .
(CL 1224/84; BP 123549) 24/85

Page 192—Lines 60-61/R: read:
12 feet. The swing span and the northern section of the railroad bridge 3 miles above the mouth has been removed. (See . . .
(CL 1632/84; 2/82 CG5) 24/85

Page 205—Lines 50–54/L: read:
north end of Deal Island. In July 1984, the channel had a centerline controlling depth of 1/2 foot, thence the anchorage basin had depths of 2 1/2 to 5 feet, except for shoaling to bare in that part of the basin north of the entrance channel. A wreck with 2 . . .
(CP 3-210/85; BP 123797) 24/85

Page 206—Lines 5–6/R: read:
marked, dredged channel with a controlling depth of 3 feet in July 1984, leads to a small-boat . . .
(CP 3-212/85; BP 123789) 24/85

Page 211—Line 63/L: read:
regulations.) In March 1985, a fixed highway bridge with a design clearance of 45 feet was under construction just northwest of the swing bridge; upon completion, it will replace the existing bridge.
(CP 3-216/85; 11/85 CG5) 24/85

Page 216—Line 52/L: read:
mouth has a depth of 6 feet. In June 1984, a shoal was reported encroaching the channel from eastward about midway between Buoys 1 and 2. Reed Creek extends . . .
(CP 3-221/85; CL 1213/84) 24/85

Page 218—Lines 18–19/R: read:
shoals. Shoaling to 3 feet is reported to the entrance to the creek between Daybeacon 9 and Light 11; mariners . . .
(CP16/85 CG5) 24/85

Page 228—Line 44/R; read:
of 15 feet. In 1984, the bridge was being removed. The highway bridge 0.5 mile upstream has . . .
(CP 3-233/85; CL 1631/84) 24/85

Page 242—Lines 17–19/R: read:
chapter 1.)
(CP 3-247/85) 24/85

COAST PILOT 3 23rd (July) Ed 1985 LAST NM 24/85

Page 82—Lines 5-22/L; read:
CINPILOT).
(CP 3-82/85) 27/85

Page 107—Lines 41-44/L; read:
traffic.
(CP 3-82/85) 27/85

Page 107—Lines 61-63/L; read:
feet above the water.
(CP 3-82/85) 27/85

Page 130—Lines 19-23/R; read:
(telephone, 804-855-2733; cable, CINPILOT).
(CP 3-82/85) 27/85

Page 141—Line 10/R; read:
Norfolk (804-496-0995; cable address VAPILOT) . . .
(CP 3-82/85) 27/85

(continued on next page)

Page 155—Lines 6-7/R, read:
Willoughby Spit, in March 1983, the reported controlling depth was 3 feet. Some suppliers, but not berthing.
(CP 3-21/85 CL3) 24/85

Page 146—Line 45/R, read:
In August 1984, the controlling depth was 5 feet in.
(CP 3-24/84) 24/85

Page 148—Lines 85-90/R, read:
[illegible]
(CP 3-24/84) 24/85

Page 153—Lines 10-11/R, read:
[illegible]
(CP 3-21/85 MP 3-21/85) 24/85

Page 160—Lines 10-11/R, read:
[illegible]
(CP 3-21/85 MP 3-21/85) 24/85

Page 210—Lines 11-12/R, read:
[illegible]
(CP 3-21/85 MP 3-21/85) 24/85

Page 211—Lines 13-14/R, read:
[illegible]
(CP 3-21/85 MP 3-21/85) 24/85

Page 216—Line 52/L, read:
[illegible] two a depth of 6 feet. In June 1984, a shoal was reported encroaching the channel from eastward above midway between Buoys 1 and 2. Reed Creek extends.
(CP 3-21/85 CL 3-21/85) 24/85

Page 218—Lines 18-19/R, read:
[illegible] Shoaling to 3 feet is reported to the entrance to the creek between Daybeacon 9 and Light 11 [illegible].
(CP 3-21/85 CL3) 24/85

Page 228—Line 44/R, read:
[illegible] of 15 feet. In 1984, the [illegible] was being removed. The highway bridge 0.5 mile upstream has...
(CP 3-24/85 CL 3-24/85) 24/85

Page 242—Lines 13-14/R, read:
[illegible]
(CP 3-24/85) 24/85

COAST PILOT 3 [illegible] Study Ed 1985 LAST NM 24/85

Page 32—Lines 5-22/L, read:
[illegible]
(CP 3-42/85) 27/85

Page 107—Lines 41-44/L, read:
traffic.
(CP 3-42/85) 27/85

Page 107—Lines 61-63/L, read:
fast above the water.
(CP 3-82/85) 27/85

Page 130—Lines 19-23/R, read:
(telephone, 804-855-2733; cable, CINPILOT).
(CP 3-82/85) 27/85

Page 141—Line 10/R, read:
Norfolk (804-496-0905; cable address VAPILOT)...
(CP 3-82/85) 27/85

(continued on next page)

Page 141—Lines 53-56/R; read:
MHz) for working traffic.
(CP 3-82/85) 27/85

Page 151—Lines 36-38/R; read:
The Virginia Pilots Association offers pilotage . . .
(CP 3-82/85) 27/85

Page 159—Lines 41-43/R; read:
The Virginia Pilots Association offers pilotage . . .
(CP 3-82/85) 27/85

Page 171—Lines 21-23/L; read:
The Virginia Pilots Association . . .
(CP 3-82/85) 27/85

Page 174—Lines 55-57/L; read:
marked by buoys and a daybeacon.
(18/85 CG3) 27/85

Page 224—Lines 6-9/R; read:
CINPILOT).
(CP 3-82/85) 27/85

COAST PILOT 3 23rd (July) Ed 1985 LAST NM 27/85

Page 86—Lines 6-9/R; read:
in chapter 5. In May 1985, the controlling depth in Absecon Inlet was 13 feet to Clam Creek, thence 8 1/2 feet in the southeast quarter and 3 feet in the remainder of Clam Creek entrance channel with 9 1/2 to 10 feet in the basin. The mean . . .
(24/85 CG3) 31/85

Page 94—Line 50/L; read:
on the south side; least clearance, 72 feet. In 1985, a replacement vertical lift highway bridge was under construction immediately south of the highway bascule bridge, with design clearances of 105 feet in the up position and 65 feet in the down position.
(CL 492/85; CP 3-100/84) 31/85

Page 103—Line 19/R; read:
whistle buoy is on the southeast side of the shoal.
In March 1985, a sunken wreck, covered 6 feet, was reported on the southwest side of McCrie Shoal in about 38°50′47″N., 74°54′02″W.
(CL 208/85; CP 3-103/85) 31/85

Page 105—Line 52/R; read:
traffic lane are 58 feet or more.
In March 1985, a sunken wreck was reported about 3.4 miles northwest of Delaware Lighted Horn Buoy D in about 38°30′13″N., 74°43′48″W.
(CL 208/85; CP 3-105/85) 31/85

Page 115—Lines 22-25/L; read:
1975, a fixed highway bridge with a design clearance of 27 feet was under construction about 6.5 miles above the . . .
(CL 494/85; CP 3-119/85) 31/85

Page 186—Line 58/L; read:
cable with a reported clearance of 50 feet crosses the creek . . .
(CL 678/84) 31/85

Page 206—Line 44/R; read:
regulations.) In May 1985, a replacement fixed bridge with a design clearance of 50 feet was under construction just above the bascule bridge.
(22/85 CG5; CP 3-206/85) 31/85

COAST PILOT 3 23rd (July) Ed 1985 LAST NM 31/85

Page 41—Lines 25-28/R; read:
The draw of the Conrail bridge, mile 1.1, the . . .
(F.R. 6/28/85) 32/85

Page 41—Lines 47-48/R; read:
(a) The owners of the bridges on this waterway:
(1) Shall provide and keep in good legible condition two . . .
(F.R. 6/28/85) 32/85

(continued on next page)

Page 41—Line 54/R; read:
approaching the bridges either up or downstream.

(2) Shall open on signal except that the draw of a railroad bridge need not be opened when a train is in the bridge block, approaching the bridge, or within 5 minutes of the passage of a passenger train; but in no event shall the opening of the draw be delayed more than 10 minutes.

(F.R. 6/28/85) 32/85

Page 45—Line 14/L; read:
(1) Except as otherwise provided in this section, these bridges need not stay open for more . . .

(F.R. 6/28/85) 32/85

Page 45—Line 44/L; read:
(d) The draw of the S37 bridge across Barnegat Bay, mile 14.1 at . . .

(F.R. 6/28/85) 32/85

Page 45—Lines 55/L-9/R; read:
Operations railroad bridge across Beach Thorofare, mile 68.9 at Atlantic City, shall open on signal from 11 p.m. to 6 a.m. From 6 a.m. to 11 p.m., the draw shall open on signal from 20 minutes to 30 minutes after each hour and remain open for all awaiting vessels.

(f) The draw of the Albany Avenue (US40-322) bridge across Inside Thorofare, mile 70.0 at Atlantic City, shall open on signal, except that from June 1 through September 30 from 9 a.m. to 4 p.m. and from 6 p.m. to 9 p.m., the draw shall open on signal only on the hour and half hour and from 4 p.m. to 6 p.m., the draw need not be opened.

(g) The draw of the Dorset Avenue bridge across Inside Thorofare, mile 71.2 at Ventnor City, shall open on signal; except . . .

(F.R. 6/28/85) 32/85

Page 45—Lines 15-27/R; read:
(h) The draw of the Route 52 (Ninth Street) bridge, mile 80.4 at Ocean City, shall open on signal; except that, from Memorial Day through Labor Day from 11 a.m. to 5 p.m. on Saturdays, Sundays, and Federal holidays, the draw need be opened only on the hour and half hour. Public vessels of the United States, vessels with another vessel in tow, and vessels in distress shall be passed at any time.

(i) The draw of the Stone Harbor Boulevared Bridge across Great Channel, mile 102.0 at Stone Harbor, shall open on signal except:

(1) From October 1 through March 31 from 10 p.m. to 6 a.m. the draw need only open if at least eight hours notice is given.

(2) From Memorial Day through Labor Day, from 6 a.m. to 6 p.m. on Saturday, Sunday and holidays, the draw need open only for waiting vessels on the hour, 20 minutes after the hour, and 20 minutes after the hour, and 20 minutes before the hour.

(3) The draw shall be opened at all times as soon as possible for a vessel with a tow, a public vessel of the United States or a vessel in distress.

(j) The draw of the Cape May County Bridge . . .

(F.R. 6/28/85) 32/85

Page 46—Lines 59/L-17/R; read:
§117.903 Darby Creek.

(a) The owners of the bridges on this waterway shall provide and keep in good legible condition two board gages painted white with black figues, nine inches high to indicate the vertical clearance under the closed draw at all stages of the tide. The gages shall be so placed on the bridge that they are plainly visible to operators of vessels approaching the bridge either up or downstream.

(b) The draw of the Conrail railroad bridge, mile 0.3, and the Reading railroad bridge, mile 0.3 both at Easington, shall operate as follows:

(1) From May 15 through October 15:

(i) From 11 p.m. to 7 a.m., the draw need not be opened for the passage of vessels.

(ii) Between 7 a.m. and 11 p.m., the draw shall open on signal at 7:15 a.m., 10:30 a.m., 1 p.m.,

(continued on next page)

3 p.m., 7:30 p.m., and 10:30 p.m. and at all other times during these hours, if an opening will not unduly delay railroad operations.

(2) From October 16 through May 14, the draws shall open on signal if at least 24 hours notice is given.

(3) Any vessel which has passed through one of these bridges shall be passed through the draw of the other bridge without delay. When open for the passage of any vessel, these bridges shall remain open sufficiently long to permit the passage through both bridges of all vessels waiting to pass.

(4) The draws shall open as soon as possible for an emergency or vessel in distress.

(F.R. 6/28/85) 32/85

Page 88—Line 10/R; read:
117.59 and 117.733, chapter 2, for drawbridge . . .
(F.R. 6/28/85) 32/85

Page 95—Lines 1-2/L; read:
30 feet. (See **117.1 through 117.59 and 117.733**, chapter 2, for drawbridge regulations.) The fixed . . .
(F.R. 6/28/85) 32/85

Page 97—Lines 44-45/R; read:
of 5 feet. (See **117.1 through 117.59 and 117.733**, chapter 2, for drawbridge regulations.) The . . .
(F.R. 6/28/85) 32/85

Page 97—Line 56/R; read:
through 117.59 and 117.733, chapter 2, for . . .
(F.R. 6/28/85) 32/85

Page 98—Lines 1-2/L; read:
feet. (See **117.1 through 117.59 and 117.733**, chapter 2, for drawbridge regulations.) Gasoline, . . .
(F.R. 6/28/85) 32/85

Page 98—Lines 12-13/R; read:
feet. (See **117.1 through 117.59, 117.733, and 117.753**, chapter 2, for drawbridge regulations for . . .
(F.R. 6/28/85) 32/85

Page 99—Lines 46-47/R; read:
clearance. (See **117.1 through 117.59 and 117.733**, chapter 2, for drawbridge regulations.)
(F.R. 6/28/85) 32/85

COAST PILOT 3 23rd (July) Ed 1985 LAST NM 32/85

Page 45—Lines 46-57/R; read:
The draws of the Route 130 highway bridge, mile 1.8 and the CONRAIL railroad bridge, mile 2.0, both at Bridgeport shall open on signal March 1 through November 30 from 7 a.m. to 11 p.m. At all other times, the draws shall open on signal if at least four hours notice is given. The draws shall open at all times as soon as possible for . . .
(F.R. 7/5/85) 36/85

Page 122—Line42/R; read:
horizontal clearance of 27 feet and a least vertical clearance of 7 1/2 feet. The overhead cables crossing the . . .
(CP 3-126/85; BB/84) 36/85

Page 129—Lines 37-39/R; read:
subject to periodic shoaling. In June 1985, a depth of 3 to 5 feet was in the entrance; and thence, a depth of 5 to 7 feet was inside the basin. Free wharfage is available at . . .
(NM 31/85) 36/85

Page 189—Line 61/L; read:
in the entrance, and 4 1/2 feet reported . . .
(CP 3-194/85) 36/85

Page 203—Lines 26-27/L; read:
Thorofare to Chesapeake Bay. In July 1985, the reported controlling depth was 5 feet from Tangier . . .
(29/85 CG5) 36/85

Page 203—Line 39/L; read:
natural depths of about 5 feet to Tylerton. In July 1985, shoaling to 3 1/2 feet was reported in the dredged section of the channel between Light 31 and Daybeacon 1. An . . .
(29/85 CG5) 36/85

Page 95—Lines 46-47/R; read:
clearance. (See 117.1 through 117.59 and 117.733, chapter 2, for drawbridge regulations.)

(F.R. 6/28/83) 1/85

COAST PILOT 3 23rd (July) Ed 1983 LAST NM 32/85

Page 45—Lines 46-57/R; read:

The draws of the Route 130 highway bridge, mile 1.0 and the CONRAIL railroad bridge, mile 2.0, both at Bridgeport shall open on signal March 1 through November 30 from 7 a.m. to 11 p.m. At all other times, the draws shall open on signal if at least four hours notice is given. The draws shall open at all times as soon as possible for...

(F.R. 7/3/85) 36/85

Page 122—Line42/R; read
horizontal clearance of 25 feet and a least vertical clearance of 11/2 feet. The overhead cables crossing the...

(CP 3-126/85; BB/84) 36/85

Page 175—Lines 35-36/R; read:
subject to periodic shoaling. In June 1985, a depth of 3 to 6 feet was in the entrance, and thence, a depth of 5 to 7 feet was inside the basin. Free wharfage is available at...

(NM 31/85) 36/85

Page 185—Line 61/L; read:
in the entrance, and 4 1/2 feet reported...

(CP 3-194/85) 36/85

Page 201—Lines 26-27/L; read:
Thoroughfare to Chesapeake Bay. In July 1985, the reported controlling depth was 5 feet from Tangier

(29/85 CG5) 36/85

Page 203—Line 39/L; read:
natural depths of about 5 feet to Tylerton. In July 1985, shoaling to 3 1/2 feet was reported in the dredged section of the channel between Light 31 and Daybeacon 1. An...

(29/85 CG5) 36/85

Page 44—Lines 60-63/R; read:

(a) The draw of the CONRAIL railroad bridge, mile 1.4 at Paulsboro, shall open on signal except, that from December 1 to March 1 the draw shall open on signal at all times upon four hours notice.

(b) The draw of the S.R. 44 bridge, mile 1.7, at Paulsboro, shall open on signal from March 1 through November 30 from 7 a.m. to 11 p.m., and shall open on signal at all other times upon four hours notice.

(F.R. 7/25/85) 41/85

Page 112—Lines 26-27/L; read:

Newport. A small-craft facility is at **Money Island**, a . . .

(33/85 CG3) 41/85

Page 145—Lines 6-7/R; read:

Willoughby Spit. In March 1985, the reported controlling depth was 5 feet. In July 1985, shoaling to 3 feet was reported on the eastern edge of the channel between Daybeacon 1 and Daybeacon 3. Some supplies, fuel, and berthing . . .

(31/85 CG5) 41/85

Page 149—Lines 45-46/L; read:

Elizabeth River for 4.5 miles upstream. In 1980-October 1984, the midchannel controlling depth was 12 . . .

(30/85 CG5; CL 666/85; BP 126159) 41/85

Page 153—Lines 60/L-1/R; read:

opposite Menchville. In February 1985, the controlling depths were 6 1/2 feet from the channel entrance to Daybeacon 11, thence 8 feet in the northwest half of the channel to the basin with shoaling to bare in the southeast half, and thence 8 feet in the basin. Traffic . . .

(30/85 CG5; CL 666/85; BP 126156) 41/85

Page 162—Lines 29-30/L; read:

above the entrance. In October 1984, the centerline controlling depth was 7 feet. Depths of about 9 . . .

(30/85 CG5; 666/85; BP 126155) 41/85

Page 26—Lines 13-14/L; read:

Areas; Part 207, Navigation Regulations, and Part 334, Danger Zones and Restricted Area Regulations.

(F.R. 10/22/85) 49/85

Page 26—Line 25/L; read:

207 and 334).

(F.R. 10/22/85) 49/85

Page 60—Lines 17-18/L; read:

Part 207-Navigation Regulations

§207.100 Inland Waterway from Delaware River to Chesapeake Bay, Delaware and Maryland (Chesapeake and Delaware Canal); use, administration, and navigation. These regulations are given in the description of the canal in chapter 7 of this Coast Pilot.

Part 334-Danger Zones and Restricted Area Regulations.

§334.90 Waters of Atlantic Ocean; National Guard . . .

(F.R. 10/22/85) 49/85

Page 60—Line 4/R; read:

§334.100 Atlantic Ocean off Cape May, N.J.; Coast . . .

(F.R. 10/22/85) 49/85

Page 60—Line 16/R; read:

§334.120 Delaware Bay off Milford Neck; naval . . .

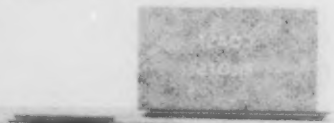
(F.R. 10/22/85) 49/85

Page 60—Line 27/R; read:

§334.130 Atlantic Ocean off Wallops Island and . . .

(F.R. 10/22/85) 49/85

(continued on next page)



Page 61—Line 3/L; read:
§334.140 Chesapeake Bay; United States Army . . .
(F.R. 10/22/85) 49/85

Page 62—Line 48/L; read:
§334.170 Chesapeake Bay, in the vicinity of Chesapeake . . .
(F.R. 10/22/85) 49/85

Page 63—Line 36/L; read:
§334.190 Chesapeake Bay, in vicinity of Bloodsworth . . .
(F.R. 10/22/85) 49/85

Page 63—Line 61/R; read:
§334.230 Potomac River. (a) Naval Surface Weapons . . .
(F.R. 10/22/85) 49/85

Page 65—Line 8/L; read:
§334.240 Potomac River, Mattawoman Creek and . . .
(F.R. 10/22/85) 49/85

Page 65—Line 62/L; read:
§334.200 Chesapeake Bay, Point Lookout to Cedar . . .
(F.R. 10/22/85) 49/85

Page 66—Line 6/L; read:
§334.210 Chesapeake Bay, in vicinity of Tangier . . .
(F.R. 10/22/85) 49/85

Page 66—Line 4/R; read:
§334.220 Chesapeake Bay, South of Tangier Island, . . .
(F.R. 10/22/85) 49/85

Page 66—Line 45/R; read:
§334.330 Atlantic Ocean and connecting waters in . . .
(F.R. 10/22/85) 49/85

Page 67—Line 5/L; read:
§334.340 Chesapeake Bay off Plumtree Island, . . .
(F.R. 10/22/85) 49/85

Page 67—Line 44/L; read:
§334.350 Chesapeake Bay off Fort Monroe, VA.; . . .
(F.R. 10/22/85) 49/85

Page 67—Line 11/R; read:
§334.360 Chesapeake Bay off Fort Monroe, Va.; . . .
(F.R. 10/22/85) 49/85

Page 67—Line 29/R; read:
§334.370 Chesapeake Bay, Lynnhaven Roads; danger . . .
(F.R. 10/22/85) 49/85

Page 68—Lines 9–15/L; read:
§334.110 Delaware Bay off Cape Henlopen, Del.; . . .
(F.R. 10/22/85) 49/85

Page 68—Line 40/L; read:
§334.150 Severn River at Annapolis, Md.; experimental . . .
(F.R. 10/22/85) 49/85

Page 68—Line 7/R; read:
§334.160 Severn River, at U.S. Naval Academy . . .
(F.R. 10/22/85) 49/85

Page 68—Line 24/R; read:
§334.180 Patuxent River, Md.; restricted areas, . . .
(F.R. 10/22/85) 49/85

Page 69—Line 18/L; read:
§334.250 Gunston Cove, at Whitestone Point, Va.; . . .
(F.R. 10/22/85) 49/85

(continued on next page)

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Page 69—Line 33/L; read:
§334.260 York River, Va.; naval prohibited and ...
(F.R. 10/22/85) 49/85

Page 69—Line 37/R; read:
§334.170 York River adjacent to Cheatham Annex ...
(F.R. 10/22/85) 49/85

Page 69—Lines 60–62/R; read:
§334.280 James River between the entrance to ...
(F.R. 10/22/85) 49/85

Page 70—Line 40/L; read:
§334.290 Elizabeth River, Southern Branch, Va., ...
(F.R. 10/22/85) 49/85

Page 70—Line 25/R; read:
§334.300 Hampton Roads and Willoughby Bay off ...
(F.R. 10/22/85) 49/85

Page 70—Line 63/R; read:
§334.310 Chesapeake Bay, Lynnhaven Roads; ...
(F.R. 10/22/85) 49/85

Page 71—Line 17/L; read:
§334.320 Chesapeake Bay entrance; naval restricted ...
(F.R. 10/22/85) 49/85

Page 84—Line 14/R; read:
buoys. (See **334.90**, chapter 2 for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 88—Line 27/R; read:
Inlet. (See **334.100**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 103—Line 49/R; read:
334.110, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 109—Line 47/; read:
harbor. (See **334.110**, chapter 2, for limits and ...
(F.R. 10/22/85) 49/85

Page 110—Line 15/L; read:
Mispillion River. (See **334.120**, chapter 2, for limits ...
(F.R. 10/22/85) 49/85

Page 136—Line 54/R; read:
Chincoteague Inlet. (See **334.130**, chapter 2, for limits ...
(F.R. 10/22/85) 49/85

Page 137—Line 50/R; read:
of Cape Charles Light. (See **334.330**, chapter 2, for ...
(F.R. 10/22/85) 49/85

Page 140—Line 8/R; read:
eastward from Cape Henry. (See **334.320**, chapter 2, ...
(F.R. 10/22/85) 49/85

Page 142—Lines 29–30/R; read:
edge of Thimble Shoal Channel. (See **334.310 and 334.370**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 145—Line 11/R; read:
is a **restricted area**. (See **334.300**, chapter 2, for limits ...
(F.R. 10/22/85) 49/85

Page 150—Line 55/R; read:
(See **334.290**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

(continued on next page)

Page 154—Line 6/L; read:
(See **334.280**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 158—Line 56/L; read:
of the point. (See **334.350 and 334.360**, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 158—Line 5/R; read:
is north of the entrance to Back River. (See **334.340**, . . .
(F.R. 10/22/85) 49/85

Page 160—Lines 4–5/R; read:
the Coast Guard pier. (See **334.260**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 160—Lines 48–49/R; read:
service testing are off the piers. (See **334.260**, chapter 2, for limits . . .
(F.R. 10/22/85) 49/85

Page 160—Line 60/R; read:
restricted area. (See **334.270**, chapter 2, for limits and . . .
(F.R. 10/22/85) 49/85

Page 163—Line 29/L; read:
Sound Light. (See **334.220**, chapter 2, for limits and . . .
(F.R. 10/22/85) 49/85

Page 168—Line 33/L; read:
of Windmill Point Light. (See **334.210**, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 178—Lines 40–42/L; read:
16 (156.80 MHz). (See **334.230**, chapter 2, for limits and regulations.) The tanks and radio . . .
(F.R. 10/22/85) 49/85

Page 178—Line 33/R; read:
Bridge. (See **334.230**, chapter 2, . . .
(F.R. 10/22/85) 49/85

Page 179—Line 41/R; read:
Head. (See **334.240**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 180—Line 26/R; read:
Whitestone Point. (See **334.250**, chapter 2, for limits . . .
(F.R. 10/22/85) 49/85

Page 180—Line 34/R; read:
334.230, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 184—Line 53/L; read:
and extends northward to Cedar Point. (See **334.200**, . . .
(F.R. 10/22/85) 49/85

Page 184—Line 33/R; read:
north of Point No Point. (See **334.200**, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 185—Line 17/R; read:
thence upstream for about 2.5 miles. (See **334.180**, . . .
(F.R. 10/22/85) 49/85

Page 187—Line 34/L; read:
of Cove Point. (See **334.170**, chapter 2, for limits and . . .
(F.R. 10/22/85) 49/85

Page 192—Line 26/R; read:
334.160, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

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COAST PILOT 3 (continued)

Page 192—Line 43/R; read:
only in an emergency. (See **334.150**, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 200—Line 11/R; read:
(See **334.220**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 203—Line 40/R; read:
side of the island. (See **334.190**, chapter 2, for limits . . .
(F.R. 10/22/85) 49/85

Page 233—Line 14/L; read:
(See **334.140**, chapter 2, for limits and regulations of . . .
(F.R. 10/22/85) 49/85

Page 233—Line 28/R; read:
entrance, when firing is in progress. (See **334.140**, . . .
(F.R. 10/22/85) 49/85

COAST PILOT 3 23rd (July) Ed 1985 LAST NM 49/85

Page 148—Lines 60–62/R; read:
Knitting Mill Creek is on the south side of Lafayette River about 3 miles above the mouth. In May 1985, the creek had a midchannel controlling depth of 4 feet to the head. Some . . .
(33/85 CG5) 51/85

Page 155—Lines 35–38/R; read:
above the entrance. In April–June 1985, the midchannel controlling depth was 8 feet to a basin on the east side of the river, about 7 miles above the entrance, thence 2 feet to the . . .
(42/85 CG5) 51/85

Page 159—Lines 57–59/R; read:
York Spit Light (37°12.6′N., 76°15.3′W.), 30 feet above the water, is shown from a pile with a black and white diamond-shaped daymark, in depths of 12 feet near . . .
(39/85 CG5) 51/85

Page 199—Lines 3–6/R; read:
Old Plantation Flats Light (37°13.8′N., 76°02.8′W.), 26 feet above the water, is shown from a pile with a black and white diamond-shaped daymark in 11 feet on the north end . . .
(36/85 CG5) 51/85

Page 202—Lines 55–58/R; read:
marked dredged channels. In August 1984–July 1985, the midchannel controlling depths were 5 1/2 feet from Chesapeake Bay and from Tangier Sound; thence in July 1985, depths of 4 1/2 to 7 feet . . .
(BPs 126302-03; BP 123980; CL 1419/84)51/85

COAST PILOT 3 23rd (July) Ed 1985 LAST NM 51/85

Page 128—Line 63/R; read:
vessels which may transit the canal is 886 feet. Those . . .
(CP 3-128/85) 7/86

Page 130—Line 2/R; read:
Chesapeake City. Vessels proceeding from Chesapeake City to Washington, D.C. or the lower part of Chesapeake Bay, when using Maryland pilots, sometimes transfer pilots at a designated transfer area in Chesapeake Bay off the entrance to Patuxent River or on the Potomac River off Piney Point, depending on the port of call.
(43/85 CG5; CP 3-141/85) 7/86

Page 141—Line 7/R; read:
in Baltimore (301-342-6013, 301-276-1337; cable address MARPILOT) . . .
(CP 3-141/85) 7/86

Page 141—Line 26/R; read:
bridge communication on channel 13. Vessels proceeding from the Virginia Capes to Washington, D.C. or the upper part of Chesapeake Bay and

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northward, when using Maryland pilots, sometimes transfer pilots at a designated transfer area off Piney Point on the Potomac River or in Chesapeake Bay off the entrance to Patuxent River, depending on the port of call.

(43/85 CG5; CP 3-141/85) 7/86

Page 171—Line 47/R; read:

elevated water tank; a 195-foot lighted communications tower, and several buildings. The . . .

(45/85; CG5) 7/86

Page 33–Line 51/R; read:
prolonged blast. For vessels required to be passed ...
(F.R. 3/21/85) 22/85

Page 42—Lines 29–34/L; read:
bridge across the Northeast River, mile 27.0, at Castle Hayne, North Carolina shall open on signal if at least 4 hours notice is given.
(F.R. 4/15/85) 22/85

Page 42—Line 27/R; read:
(a) The draw of the Socastee (SR–544) bridge across the AIWW, mile 371, at Socastee shall open on signal except that from April 1 through June 30 and October 1 through November 30 from 7 a.m. to 10 a.m. and 2 p.m. to 6 p.m., Monday through Friday, except federal holidays, the draw need only be opened on the hour and half-hour if any vessels are waiting to pass. From May 1 through June 30 and October 1 through October 31 from 10 a.m. to 2 p.m., Saturdays, Sundays and federal holidays, the draw need only be opened on the hour and half-hour if any vessels are waiting to pass. Public vessels of the United States, tugs with tows, regularly scheduled cruise vessels and vessels in distress shall be passed at any time.
(b) The draw of the Ben Sawyer (S703) bridge ...
(F.R. 3/25/85) 22/85

Page 42—Line 38/R; read:
(c) The draw of teh S171/700 bridge across ...
(F.R. 3/25/85) 22/85

Page 42—Line 47/R; read:
(d) The draw of the Lady's Island bridge across ...
(F.R. 3/25/85) 22/85

Page 98—Lines 28–29/R; read:
Washington.
(10/85 CG5) 22/85

Page 120—Line 49/L; read:
of tide and wind. In March 1985, shoaling to 1 foot ...
(14/85 CG5) 22/85

Page 121—Line 54/L; read:
southeastward, and about 5.3 miles southward of ...
(CL 1428/84; CP 4–121/85) 22/85

Page 122—Line 22/L; read:
southeastward of the sea buoy; a fish haven marked by private buoys about 5 miles northeast of the sea buoy; and an obstruction, ...
(CP 4–122/85; CL 264/85; 4/85 CG7) 22/85

Page 125—Lines 29–30/L; read:
In January–April 1985, shoaling to an unknown extent was reported between Bulls Bay Range B Front Light 6 and Five ...
(14/85 CG7) 22/85

Page 155—Lines 23–24/L; read:
northward. In February 1985, the channel in Back River had a midchannel controlling depth of 2 1/2 feet to its ...
(17/85 CG7) 22/85

Page 155—Lines 43–45/L; read:
into Dupree Creek for about 35.0 mile. In January 1985, Terry Creek was shoaled to bare, and in March 1984, Dupree Creek had a midchannel controlling depth of 1 foot. About 1.3 miles ...
(CL 99/85; CP 4–155/85) 22/85

Page 155–Lines 63L–1/R; read:
rising tide. In February 1985, the midchannel controlling depth was 2 feet in Plantation Creek, and ...
(17/85 CG7) 22/85

(continued on next page)

Page 156—Line 12/L; read:
The entrance is used only by local shrimp boats.
In April 1985, a sunken wreck was reported about 100 yards south of St. Andrew Sound Buoy 11.
(14/85 CG7) 22/85

Page 157—Line 35/R; read:
and lighted buoys.
(13/85 CG7; 15/85 CG7) 22/85

Page 176—Lines 62–63/L; read:
the best water. In December 1984, the entrance channel had a controlling depth of 9 1/2 feet.
(9/85 CG7) 22/85

Page 186—Lines 15–16/R; read:
run out into the Gulf Stream. In March 1985, the reported controlling depth was 7 feet in the privately maintained . . .
(11/85 CG7; 13/85 CG7) 22/85

Page 206—Lines 30–31/L; read:
the hotel 0.3 mile south of Key West Bight, the cupola close south of the hotel, and a 110-foot-high abandoned lighthouse . . .
(FGA–18–17/85) 22/85

Page 208—Line 5/R; read:
passing is permitted in this reach of the channel.
Vessels shall not overtake or pass in the following areas: between Buoys 2 and 3; in the passage from Western Triangle and Eastern Triangle to Buoys 7 and 8; and in the passage from Buoy 9 to Buoys 14 and 15.
It is permissible to pass in Cut A Range reach between Buoys 7 and 12 after making proper signals, but extreme caution is mandatory when passing in the narrow reaches of the channel.
(FGA–18–19/85) 22/85

Page 218—Line 31/R; read:
southeast draw. (See 117.1 through 117.59 and 117.911 (a), chapter 2, for drawbridge regulations.)
The bridge is equipped with a . . .
(F.R. 3/25/85) 22/85

Page 219—Line 53/L; read:
117.59 and 117.911 (b), chapter 2, for drawbridge . . .
(F.R. 3/25/85) 22/85

Page 219—Line 12/R; read:
117.911 (c), chapter 2, for drawbridge regulations.)
(F.R. 3/25/85) 22/85

Page 220—Line 63/L; read:
117.59 and 117.911 (d), chapter 2, for drawbridge . . .
(F.R. 3/25/85) 22/85

Page 222—Lines 27–28/L; read:
weather. In February 1985, the midchannel controlling depths were 2 1/2 feet in Back River and 2 feet . . .
(17/85 CG7) 22/85

Page 222—Lines 46–48/R; read:
695.8. In February 1985, the midchannel controlling depths were 5 1/2 feet in Umbrella Cut, 4 1/2 feet in Dover Cut, and 3 feet in Floyd Creek. In . . .
(17/85 CG7) 22/85

Page 230—Lines 33–35/R; read:
February 1985, the reported controlling depth was 4 feet from the waterway to the basin entrance; depths of 3 to 5 feet were reported alongside the piers. Berths . . .
(CP 4–228/85) 22/85

COAST PILOT 4 23rd (July) Ed 1985 LAST NM 22/85

Page 38—Lines 14-15/L; read:
May 15 and year round through raw need be opened only on the quarter hour and three-quarter . . .
(F.R. 5/13/85) 27/85

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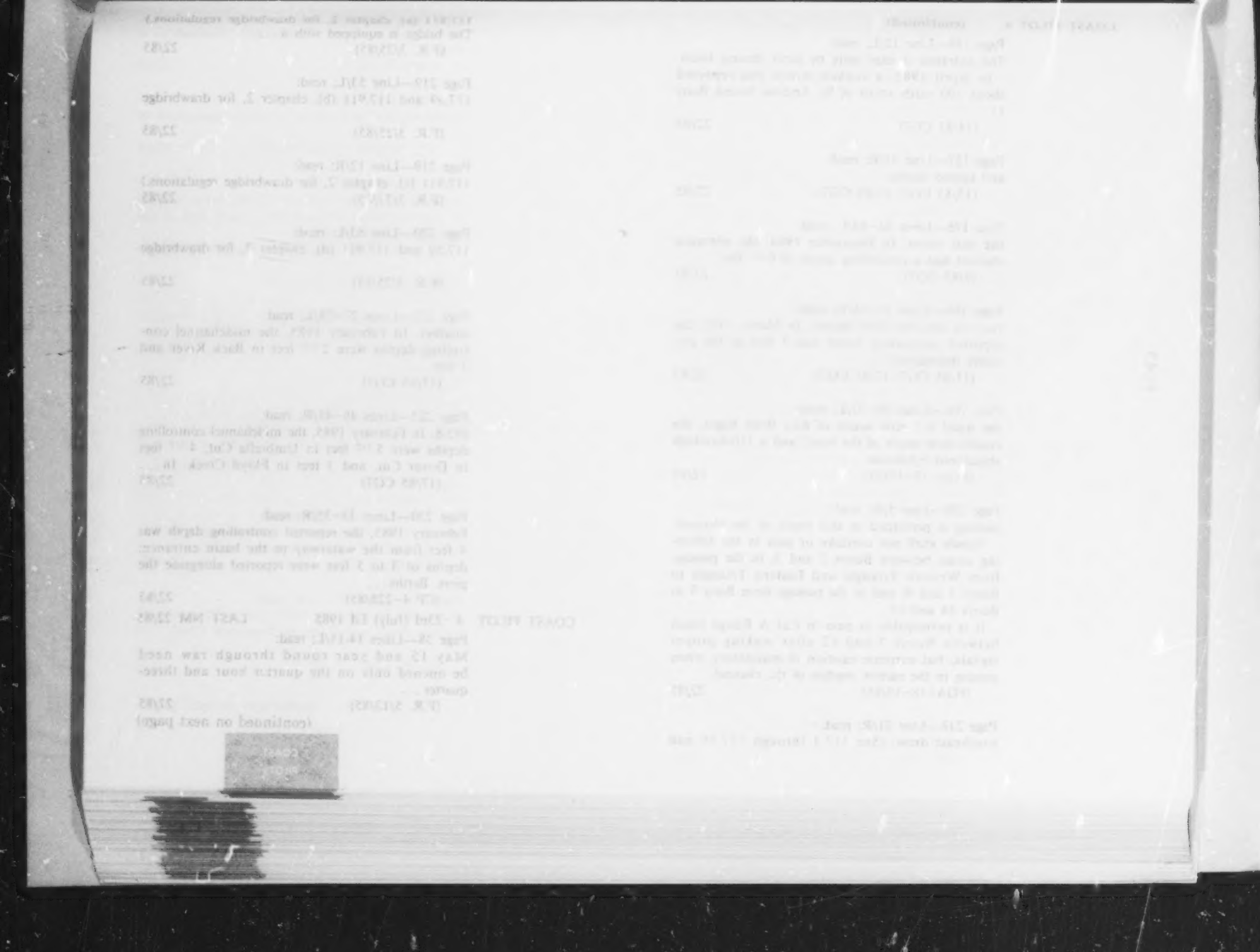

Page 40—Lines 7-21/L; read:
(a) The draw of the Evans Crary (SR A-1-A) bridge, mile 3.3, shall open on signal except that from November 1 to May 1 from 7 a.m. to 9 a.m., and 4 p.m. to 7 p.m., Monday through Friday except federal holidays, the draw need open only on the quarter-hour and three-quarter hour. On Saturday, Sundays and federal holidays November 1 to May 1 from 8 a.m. to 6 p.m. the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. Public vessels of the United States, state or local vessels used for public safety, tugs with tows, and vessels in distress shall be passed at any time.
(b) The draw of the Roosevelt (US1) bridge, mile 7.5, shall open on signal except from 7 a.m. to 9 a.m., 11 a.m. to 1 p.m. and 4 p.m. to 7 p.m., Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. On Saturday, Sundays and federal holidays from 8 a.m. to 6 p.m. the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. When the adjacent Florida East Coast Railway bridge is in the closed position at the time of a scheduled opening the draw need open for eastbound vessels but must open on signal immediately upon the opening of the railroad bridge to pass all accumulated vessels. Public vessels of the United States, state or local vessels used for public safety, tugs with tows, and vessels in distress shall be passed at any time.
(c) The draws of the Florida East Coast railroad . . .
(F.R. 5/20/85) 27/85

Page 40—Line 39/L; read:
(d) The draw of the Seaboard System Railroad . . .
(F.R. 5/20/85) 27/85

Page 40—Line 43/L; read:
(e) The draw of the Belle Glade Dike (SR71) . . .
(F.R. 5/20/85) 27/85

Page 40—Line 49/L; read:
(f) The draws of the Seaboard System Railroad . . .
(F.R. 5/20/85) 27/85

Page 40—Line 53/L; read:
(g) The draw of the US27 bridge, mile 78.4 at . . .
(F.R. 5/20/85) 27/85

Page 40—Line 61/L; read:
(h) The draw of the Edison Memorial (US41) . . .
(F.R. 5/20/85) 27/85

Page 122—Line 21/L; read:
marked by a lighted bell buoy, about 13 miles . . .
(22/85 CG7) 27/85

Page 122—Line 44/R; read;
by a lighted bell buoy, about 9 miles east-northeastward . . .
(22/85 CG7) 27/85

Page 125—Lines 25-27/L; read:
Raccon Key. In February 1985, the entrance channel through Bulls Bay had a midchannel controlling depth of 7 1/2 feet, thence in 1983, a reported controlling . . .
(BPs 125394-95; CP 4-125/85) 27/85

Page 140—Lines 38-39/R; read:
Buckingham Landing to **Last End Point** has twin fixed spans with clearances of 25 feet. An overhead power . . .
(CL 497/85) 27/85

Page 182—Line 37/R; read:
with a clearance of 21 feet at the center. (See 117.1 through 117.59 and 117.317, chapter 2, for drawbridge regulations.) The Florida . . .
(F.R. 5/20/85) 27/85

Page 182—Line 42/R; read:
117.317, chapter 2, for details of operation.) The . . .
(F.R. 5/20/85) 27/85

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[illegible]

Page 182—Line 47/R; read:
117.1 through 117.59 and 117.317, chapter 2, for ...
(F.R. 5/20/85) 27/85

Page 220—Lines 28-30/R; read:
Route 278 highway bridge have a clearance of 65 feet. During the...
(CL 496/85; CL 105/84; BB/84; 25/85 CG7; CL 238/80) 27/85

Page 220—Line 34/R; read:
the northward. Dense fog is frequently encountered in this vicinity. An overhead power cable near the...
(CP 4-221/83) 27/85

Page 229—Line 3/L; read:
(h), chapter 2, for drawbridge regulations.) In March 1985, a replacement fixed bridge with a design clearance of 65 feet was under construction adjacent south of the swing bridge. About...
(12/85 CG7; CP 4-229/85) 27/85

Page 232—Line 18/R; read:
feet. (See 117.1 through 117.59 and 117.317,...
(F.R. 5/20/85) 27/85

Page 232—Line 42/R; read:
117.317, chapter 2, for drawbridge regulations.)
(F.R. 5/20/85) 27/85

Page 233—Line 44/R; read:
117.1 through 117.59 and 117.317, chapter 2, for ...
(F.R. 5/20/85) 27/85

Page 234—Line 26/L; read:
draw. (See 117.1 through 117.59 and 117.317,...
(F.R. 5/20/85) 27/85

Page 234—Lines 35-36/L; read:
and 117.317, chapter 2, for drawbridge regulations.)
(F.R. 5/20/85) 27/85

Page 234—Line 40/R; read:
117.317, chapter 2, for drawbridge regulations.)
(F.R. 5/20/85) 27/85

Page 234—Line 46/R; read:
feet. (See 117.1 through 117.59 and 117.317,...
(F.R. 5/20/85) 27/85

Page 234—Line 53/R; read:
117.59 and 117.317, chapter 2, for drawbridge...
(F.R. 5/20/85) 27/85

Page 235—Line 17/L; read:
center. (See 117.1 through 117.59 and 117.317,...
(F.R. 5/20/85) 27/85

Page 235—Line 60/L; read:
through 117.59 and 117.317, chapter 2, for...
(F.R. 5/20/85) 27/85

Page 237—Line 31/R; read:
span with a clearance of 6 feet at the center. In April 1985, the bridge was being reconstructed to provide a clearance of 20 feet at the center. Just ...
(18/85 CG7; CP 4-237/85) 27/85

COAST PILOT 4 23rd (July) Ed 1985 LAST NM 27/85

Page 36—Lines 33-34/L; read:
Marys River to Miami.

(a) The draw of the McCormick Bridge, mile 747.5 at Jacksonville Beach, shall open on signal except as follows:

(1) During April, May, October, and November, from 7 a.m. until 8:30 a.m. and 4:30 p.m. to 6 p.m. Monday through Friday except federal holidays, the draw need open only on the hour and half-hour.

(2) During April, May, October, and November, from 12 noon until 6 p.m. Saturday, Sunday, and federal holidays, the draw need open only on the hour and half-hour.

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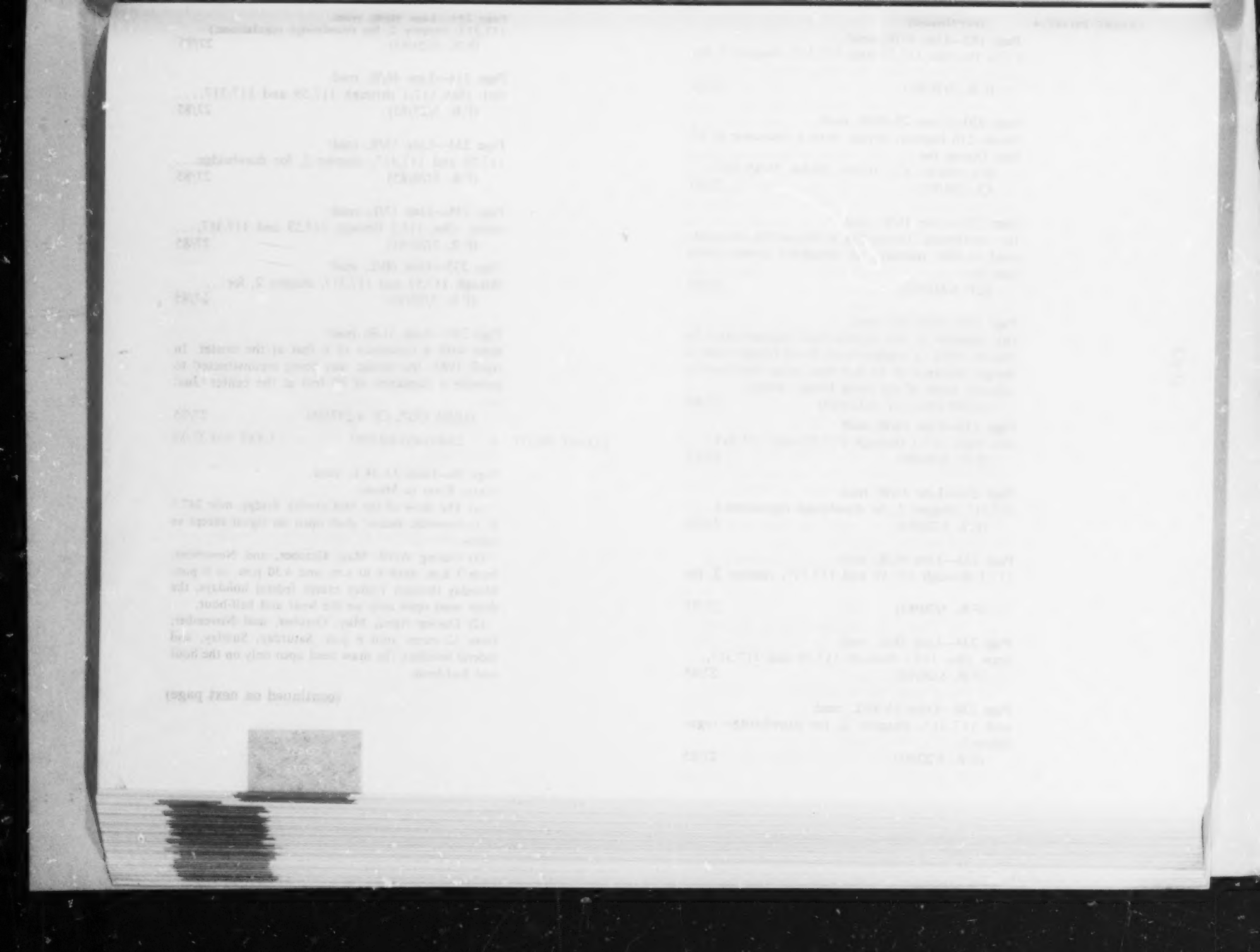

(3) Public vessels of the United States, tugs with tows, regularly scheduled cruise vessels, and vessels in distress shall be passed at any time.

(a-1) The draw of the Bridge of Lions (SR A-1-A) . . .

(F.R. 6/10/85) 29/85

Page 37—Lines 7-17/L; read:
holidays, the draw need only open at 8:30 a.m., 12:30 p.m. and 4:30 p.m. From December 1 through April 30 from 7 a.m. to 6 p.m., Monday through Friday, except federal holidays, and except as provided above, the draw need only open on the hour, quarter-hour, half-hour, and three-quarter hour. Public vessels of the United States, state or local government vessels used for public service, tugs with tows, regularly scheduled cruise vessels and . . .

(F.R. 6/17/85) 29/85

Page 37—Lines 28-37/L; read:
distress shall be passed at any time.

(i) (3) The draw of the PGA Boulevard Bridge, mile 1012.6, shall open on signal; except that from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., Monday through Friday except federal holidays, the draw need open only on the quarter-hour and three-quarter hour. On Saturday, Sundays, and federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. Public vessels of the United States, tugs with tows, regularly scheduled cruise vessels, and vessels in distress shall be passed at any time.

(j) The draw of the Parker (US-1) Bridge, mile 1013.7, shall open on signal; except from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. On Saturday, Sundays, and federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(F.R. 6/3/85) 29/85

Page 96—Line 53/R; read:
Pingleton Shoal Light PS. In May 1985, shoaling to 6 feet was reported extending southeast from Long Shoal Light. With the aid of the chart, . . .

(22/85 CG5) 29/85

Page 213—Line 18-19/L; read:
marine railway. Deep Creek Lock and South Mills Lock are operated at 0830, 1100, 1330, and 1530 daily. The bridges adjacent to the . . .

(22/85 CG5; CP 4-213/85) 29/85

Page 221—Line 35/L; read:
for drawbridge regulations.) In June 1985, a replacement fixed highway bridge with a design clearance of 65 feet was under construction immediately south of the bascule bridge.

(23/85 CG7; CP 4-221/85) 29/85

Page 224—Line 21/L; read:
with a clearance of 37 feet at the center. (See 117.1 through 117.59 and 117.261(a), chapter 2, for drawbridge regulations.) An . . .

(F.R. 6/10/85) 29/85

Page 224—Line 31/R; read:
117.261(a-1), chapter 2, for drawbridge regulations.)

(F.R. 6/10/85) 29/85

Page 231—Line 49/R; read:
depth of 16 feet. The W.P. Franklin Lock at Olga, . . .

(CP 4-231/85) 29/85

Page 232—Line 56/L; read:
feet, length of 250 feet, and a depth of 12 feet over . . .

(CP 4-232A/85) 29/85

Page 232—Line 52/R; read:
length of 400 feet, width of 56 feet, and a depth of 16 . . .

(CP 4-231/85) 29/85

(continued on next page)

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Page 236—Line 24/L; read:
clearance of 24 feet at the center. (See 117.1 through 117.59 and 117.261(i) (3), chapter 2, for drawbridge regulations.)
(F.R. 6/3/85) 29/85

Page 238—Line 6/R; read:
for drawbridge regulations.) In June 1985, replacement twin bascule bridges with a design clearance of 21 feet were under construction.
(23/85 CG7; CP 4-238/85) 29/85

COAST PILOT 4 23rd (July) Ed 1985 LAST NM 29/85

Page 40—Lines 7-11/R; read:
(a) The draws of the Sharpes Ferry (SR40) bridge, mile 55.1, Muclan Farms bridge, mile 63.9, and the Starkes Ferry (SR42) bridge, mile 73.0 shall open on signal if at least three hours notice is given.
(b) The draw of the Moss Bluff (SR464) bridge, mile 66.0, need not open for the passage of vessels.
(F.R. 7/22/85) 36/85

Page 121—Lines 33-35/L; read:
lights and daybeacons. In 1981-May 1984, the controlling depths were 9 feet in the entrance channel, thence 5 1/2 feet at midchannel to the turning basin except for shoaling to . . .
(BPs 115226-27; BP 123116; CL 1412/81)36/85

Page 133—Lines 38-40/L; read:
highway bridge at **Mount Pleasant**. In April 1985, the centerline controlling depth in the channel was 8 feet to the highway bridge, thence in 1983, 3 feet was . . .
(BP 125792; 26/85 CG7; CP 4 FI/83) 36/85

Page 133—Lines 48-49/L; read:
In April 1985, Mount Pleasant Channel has a centerlin controlling depth of 9 feet. A boatbuilding yard on . . .
(BPs 125789-92) 36/85

Page 171—Lines 10-11/L; read:
branch. In May 1985, the midchannel controlling depth was 10 feet from St. Johns River to near the . . .
(29/85 CG7) 36/85

Page 192—Line 58/R; read:
haul out for the sea buoy. A fish haven with 17 feet over it is about 3.5 miles NE of Miami Harbor entrance in about 25°48′34″N., 80°05′26″W. The outer reefs, for about . . .
(27/85 CG7) 36/85

Page 232—Line 46/L; read:
flowing up the river at this bridge.
Heights.-Overhead clearances on the St. Lucie Canal from St. Lucie Lock to Port Mayaca Lock are referred to a St. Lucie Canal stage of 14.5 feet.
(CP 4-232B/85; CL 707/85) 36/85

Page 235—Line 27/L; read:
In May 1985, the reported midchannel controlling depth was 2 feet . . .
(29/85 CG7) 36/85

Page 240—Line 57/L; read:
entrance.
In July 1985, a sunken wreck was reported about 1.5 miles above the entrance in about 26°03′33″N., 80°08′28″W.
(CL 526/85; 27/85 CG7) 36/85

Page 246—Lines 12-14/L; read:
daybeacons. In July 1985, the entrance channel had a reported controlling depth of 4 feet; in 1983, depths of 4 feet were available alongside the piers. Slips are . . .
(28/85 CG7) 36/85

Page 126—Lines 54/L-4/R; read:

Charleston Harbor Navigational Guidelines.–In recent years, a substantial number of oceangoing vessels of increased size and draft have begun calling at the Port of Charleston. Although the waterways of Charleston Harbor compare favorably with other ports of the same approximate volume of shipping, the maritime interests of the port have prudently considered the publication of a number of safe navigational practices and procedures that have evolved in recent years. These practices and procedures are known as the Charleston Harbor Navigational Guidelines.

(CP 4-126/85) 40/85

Page 126—Lines 16-33/R; read:

For purposes of these guidelines, **poor-handling vessels** are those, which because of their configuration, history of loss of controllability, or steering characteristics, or low power, are unable to consistently navigate within the channel half width or cannot maintain a speed of 8 knots through the water. If an adequate number of tugs are made fast to provide maneuverability, power, and a capable speed through the water of at least 8 knots, the assisted vessel will not be considered a poor handling vessel. Tandem tows, except for small scows and nondescript vessels which operate outside the main channel should not be attempted.

For the purposes of these guidelines, the inbound approach to the U.S. Route 17 twin fixed bridge spans over Hog . . .

(CP 4-126/85) 40/85

Page 126—Lines 42-43/R; read:

when unmoored or beginning the downbound transit. Poor-handling vessels intending to transit . . .

(CP 4-126/85) 40/85

Page 126—Lines 48/R; read:

them. Inbound poor-handling vessels should not . . .

(CP 4-126/85) 40/85

Page 126—Lines 51-63/R; read:

await the passage of outbound vessels or more maneuverable inbound vessels. Outbound poor-handling vessels should not depart their berths until inbound vessels have passed clear of their berths, or until other vessels scheduled to depart have left their berths and have preceded them down the reaches of the Cooper River.

(CP 4-126/85) 40/85

Page 127—Lines 1-14/L; read:

The maritime interests at the Port of Charleston construe that the navigation safety regulations contained in Title 33, Code of Federal Regulations, Part 162.65, exist to preserve the safety of the port and waterways of Charleston. These regulations are supported by these local interests and reports of violations of those regulations on the part of noncomplying vessel operators will be reported to Coast Guard authorities.

Draft limitations.–While the project depth for Charleston is published as 35 feet, private dredging operations and natural influences have normally permitted vessels of slightly greater draft than 35 feet to transit the main channels of Charleston Harbor. Tidal ranges average 5.2 feet in most harbor locations. Harbor pilots at Charleston consider actual depths based upon recent soundings, the state of the tide, and the need for under keel clearances to allow for both static and dynamic hydraulic effects between harbor bottom, hull, and the ship's propeller(s). The pilots generally require a four foot margin for clearance, between the lowest point on the vessel's hull and the harbor bottom, for vessels transiting Charleston's

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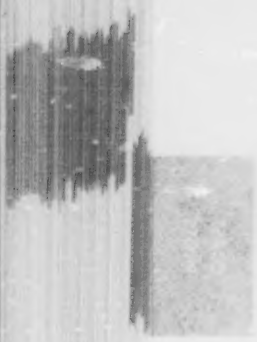

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waterways at normal harbor speeds. The pilot office provides guidance on all vessel movements in which the vessel's deepest draft is greater than 34 feet.

(CP 4-126/85) 40/85

Page 127—Lines 37/L-8/R; read:

During periods of low visibility, the Charleston Branch Pilots provide information to Navy Port Services Division and the National Weather Service on actual visibility conditions experienced at the Pilot Office, located on the Battery (32° 46.4′N., 79°55.5′W.), on board the Association pilot boats, and on board oceangoing vessels being piloted by Charleston Branch Pilots. The pilot office monitors VHF-FM channels 13 (156.65 MHz), 16 (156.8 MHz) and 18A (156.9 MHz) on a continuous basis.

The Charleston Branch Pilots Office provides information on visibility and vessel movements to mariners, when requested, and when such information is available. The Charleston Branch Pilots do not accept responsibility for financial losses resulting from information that is provided by their office, nor do they accept liability in the event that deaths, injuries and/or property damages may result from the use or misuse of information provided by the pilot office. The pilot office is, however, in the best position to determine when reduced visibility exists in the Lower Harbor. At times when reduced visibility exists, regulatory action by the Coast Guard Captain of the Port may be necessary. The Charleston Branch Pilots Association in coordination with the U.S. Navy may contact the Captain of the Port and recommend such action.

(CP 4-126/85) 40/85

Page 127—Line 49/R; read:

(32°47.6′N., 79°55.1′W.). Commercial vessels . . .

(CP 4-126/85) 40/85

Page 128—Line 16/R; read:

Charleston Branch Pilots Association. **These** procedures were developed with conventional vessels in mind; they do not preclude case-by-case consideration of other vessels representing the application of advanced technology in ship controllability systems. The general . . .

(CP 4-126/85) 40/85

Page 128—Line 54/R; read:

Gulf, Massey, Braswell Shipyards, Salmons, . . .

(CP 4-126/85) 40/85

Page 128—Line 58/R; read:

McCalloy: Docking shall be accomplished at flood tide . . .

(CP 4-126/85) 40/85

Page 129—Line 15/L read:

terminal in Charleston Harbor (i.e., Alumax, Amoco, United Brands, Westvaco) provided that adequate depths of water are maintained at dockside.

(CP 4-126/85) 40/85

Page 129—Lines 55-57/L; read:

with South Channel. (See 110.173, chapter 2, for limits and . . .

(CP 4-126/85) 40/85

Page 130—Lines 63/L–1/R; read:

PALMETTO STATE: they are each 55 feet long, have black hulls and white superstructures . . .

(CP 4-126/85) 40/85

Page 130—Line 16/R; read:

agents.

Public vessels such as Navy and Coast Guard ships are exempt from pilotage requirements but their commanding officers frequently request pilots in an advisory capacity. When pilots are taken, naval vessels may use either federally

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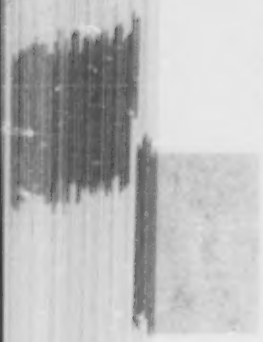

licensed civilian employees of the Navy or pilots from the Charleston Branch Pilots Association as pilots on their vessels. The Port Services Division of U.S. Naval Station, Charleston, coordinates pilotage for naval vessels through the two groups of pilots.
(CP 4-126/85) 40/85

Page 130—Lines 38-47/R; read:
Harbor regulations.—The Coast Guard exercises jurisdiction over the Port of Charleston through the Captain of the Port. The South Carolina State Ports Authority exercises jurisdication over the authority's facilities through its Executive Director at the headquarters building, located at 176 Concord Street. The ports authority berthing office is manned at all times and can be reached at 803-577-8659 or call Port Harbormaster on VHF-FM channel 16 (156.80 MHz). Additional information can be obtained through the State Ports Authority's Harbormaster at 803-577-8192 or VHF-FM channel 16, call sign, KBP 636.
(CP 4-126/85) 40/85

Page 134—Line 53/L; read:
the north end.
In June 1985, a fixed highway bridge with a design clearance of 138 feet was under construction about 3.5 miles above Drum Island.
(CL 742/85; 23/85 CG7) 40/85

COAST PILOT 4 23rd (July) Ed 1985 LAST NM 40/85

Page 38—Line 7/R; read:
open only on the quarter-hour and three-quarter hour.
(F.R. 8/15/85) 46/85

Page 43—Lines 16-20/L; read:
signal if at least 24 hours notice is given.
(F.R. 8/13/85) 46/85

Page 43—Lines 35-37/L; read:
signal if at least six hours notice is given.
(F.R. 9/12/85) 46/85

Page 70—Lines 45/L-5/R; read:
§638.7 Penalties.
Any person or fishing vessel committing or used in the commission of a violation of this part is subject to the civil and criminal penalty provisions and civil forfeiture provisions of the Act, and to 15 CFR Part 904 (Civil Procedures), and any other applicable law.
(F.R. 9/30/85) 46/85

Page 87—Line 13/R; read:
at the south jetty light. A lighted whistle bouy is about 1 mle east-northeast of the jetty lights.
(35/85 CG5) 46/85

Page 113—Lines 51-52/L; read:
channels inside the entrance. In July 1985, the inlet had shoaled to a depth of 3 feet.
(39/85 CG5) 46/85

Page 115—Lines 40-41/L; read:
Commission. In 1983, Price Creek ferry channel had a reported controlling depth of 12 feet. In August 1985, Federal Point ferry channel had a reported controlling depth of 7 . . .
(35/85 CG5) 46/85

Page 115—Lines 9-10/R; read:
in about 33°43.5'N., 78°01.5'W.
(37/85 CG5) 46/85

Page 120—Lines 49-50/L; read:
of tide and wind. In September 1985, the inlet had shoaled to a depth of 4 feet. The buoys marking . . .
(38/85 CG5) 46/85

Page 121—Lines 30-36/R; read:
Prominent features.—Four 400-foot . . .
(39/85 CG7) 46/85

(continued on next page)

Page 132—Line 60/R; read:
and by buoys and daybeacons to the fixed highway bridge about 8.4 miles above the Battery.
(38/85 CG7) 46/85

Page 149—Line 25/L; read:
lighted buoy is about 7 miles offshore. In 1983, the reported . . .
(34/85 CG7) 46/85

Page 154—Lines 54–56/R; read:
northward about 1 mile inside the entrance. Above its junction with . . .
(41/85 CG5) 46/85

Page 154—Lines 61–63/R; read:
1983, the reported controlling depth was 7 feet from Lanier Island to the northerly junction with Mackay River.

The highway bridge crossing Frederica River to Lanier Island has a lift span with clearances of 9 feet down and 85 feet up. (See 117.1 through 117.59 and 117.353(c), chapter 2, for drawbridge regulations.) The bridgetender monitors VHF–FM channels 16 (156.80 MHz) and 68 (156.425 MHz). In 1983, the bridge was being converted to a fixed bridge with a design clearance of 9 feet. A strong east-to-west ebb current sets across the channel.

During flood tide, the current flows northward in the direction of the channel and is very strong. Vessels should exercise great caution while passing through this bridge, especially with a light tow proceeding south. When proceeding with the tide, tows should stop at the dolphins to await favorable current or be broken up and taken through singly.

On **Lanier Island**, just south of the highway bridge, there is a boatyard with a 420-foot pier with reported depths of 20 feet alongside. The yard has berthage with electricity, gasoline, diesel fuel, water, ice, a 6-ton fixed lift, and a marine railway that can handle craft to 50 feet; hull and engine repairs can be made.

A special anchorage is close southwest of the highway bridge. (See 110.72b, chapter 2, for limits and regulations.)
(41/85 CG5) 46/85

Page 155—Lines 10–12/L; read:
existing bridge. Mackay River joins Frederica River at the north end of Lanier Island; the rivers then join St. Simons Sound close southward of the island. Mackay River is part of the Intracoastal Waterway.
(41/85 CG5) 46/85

Page 155—Lines 23–24/L; read:
northward. In August 1985, the channel in Back River had a midchannel controlling depth of 1 1/2 feet to its . . .
(38/85 CG7) 46/85

Page 155—Lines 63/L–1/R; read:
rising tide. In August 1985, the midchannel controlling depth was 5 feet in Plantation Creek, and . . .
(38/85 CG7) 46/85

Page 169—Line 7/L; read:
highway bridge.

In August 1985, shoaling to 2 feet was reported in the vicinity of Ortega River Light 3.
(32/85 CG7) 46/85

Page 169—Line 40/R; read:
Piney Point.

In August 1985, a sunken wreck was reported near the Highway 295 bridge in about 3°11′21″N., 81°39′33″W.
(32/85 CG7) 46/85

Page 171—Line 13/L; read:
by a **273°16′** lighted approach range, lights, and . . .
(30/85 CG7) 46/85

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Page 190—Line 28/R; read:
Intracoasteal Waterway is 0.4 mile inside the entrance.

An unmarked fish haven is about 5.5 miles northeast of the entrance channel and about 2.1 miles offshore.

(38/85 CG7) 46/85

Page 192—Lines 13-14/R; read:
side of the channel. In October 1984, the marina had reported depths of 10 feet alongside. Gasoline, diesel . . .

(CL 372/85; NOS 11468, Dwg #42) 46/85

Page 192—Line 24/R; read:
marked by lights and a daybeacon. In April . . .

(36/85 CG7) 46/85

Page 200—Lines 12–14/R; read:
anchorage from 25 to 28 feet. In 1980, a submerged pile . . .

(37/85 CG7) 46/85

Page 200—Lines 18-19/R; read:
harbor by proceeding about 1.3 miles south-westward of Daybeacon 6 and then taking a westerly course.

(37/85 CG7) 46/85

Page 208—Lines 12–14/R; read:
good seamanship.

(CP 4–208/85) 46/85

Page 222—Lines 27–28/L; read:
weather. In August 1985, the midchannel controlling depths were 1 1/2 feet in Back River and 5 feet . . .

(38/85 CG7) 46/85

Page 222—Line 43/L–9/R; read:
At **Mile 674.2** Frederica River alternate route rejoins the main route in Mackay River and the main route proceeds into St. Simons Sound. At **Mile 674.5** a highway bridge with a 33-foot fixed span with a clearance of 8 feet crosses Mackay River to Lanier Island. In 1983, a replacement fixed highway bridge with a design clearance of 65 feet was under construction immediately north of the existing bridge.

Chart 11489.–From Mackay River, the waterway . . .

(41/85 CG5) 46/85

Page 222—Lines 46–48/R; read:
695.8. In August 1985, the midchannel controlling depths were 5 feet in Umbrella Cut, 4 1/2 feet in Dover Cut, and thence 4 feet in Floyd Creek. In . . .

(38/85 CG7) 46/85

Page 243—Lines 15–16/R; read:
was 8 feet. The channel is marked by lights and a daybeacon. About 1.1 miles westward of Fisher . . .

(36/85 CG7) 46/85

COAST PILOT 4 23rd (July) Ed 1985 LAST NM 46/85

Page 26—Lines 13–14/L; read:
Access Areas; Part 207, Navigation Regulations; and Part 334, Danger Zones and Restrictions; and from **Title 50**, . . .

(F.R. 10/22/85) 49/85

Page 26—Line 28/L; read:
207 and 334); National Marine Fisheries Service, . . .

(F.R. 10/22/85) 49/85

Page 54—Lines 46–47/R; read:
Part 334-Danger Zone and Restricted Area Regulations
§334.38 Atlantic Ocean south of entrance to . . .
(F.R. 10/22/85) 49/85

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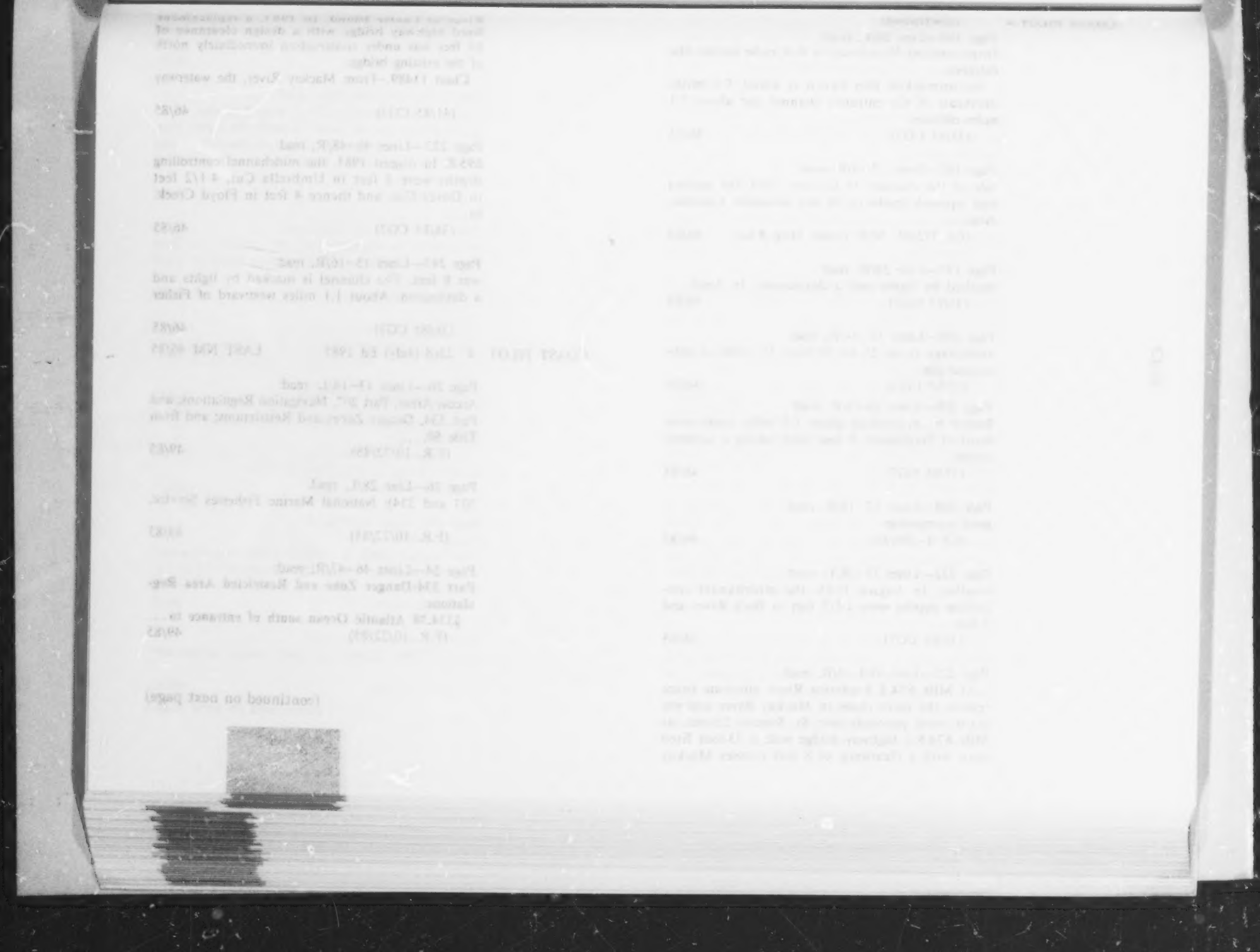

Page 55—Line 11/L; read:
§34.390 Atlantic Ocean south of entrance to Chesapeake . . .
(F.R. 10/22/85) 49/85

Page 55—Line 40/L; read:
§334.400 Atlantic Ocean south of entrance to Chesapeake . . .
(F.R. 10/22/85) 49/85

Page 55—Line 60/L; read:
§334.410 Albemarle Sound, Pamlico Sound, and . . .
(F.R. 10/22/85) 49/85

Page 56—Line 38/L; read:
§334.420 Pamlico Sound and adjacent waters, N.C.; . . .
(F.R. 10/22/85) 49/85

Page 56—Line 35/R; read:
§334.440 New River, N.C., and vicinity, Marine . . .
(F.R. 10/22/85) 49/85

Page 58—Line 21/L; read:
§334.480 Archers Creek, Ribbon Creek and Broad . . .
(F.R. 10/22/85) 49/85

Page 58—Line 32/R; read:
§334.490 Atlantic Ocean off Georgia Coast; air-to-air . . .
(F.R. 10/22/85) 49/85

Page 59—Line 3/L; read:
§334.520 Lake George, Fla.; naval bombing area. (a) . . .
(F.R. 10/22/85) 49/85

Page 59—Line 46/L; read:
§334.590 Atlantic Ocean off Cape Canaveral, Fla.; . . .
(F.R. 10/22/85) 49/85

Page 59—Line 19/R; read:
§334.600 Trident Basin adjacent to Canaveral . . .
(F.R. 10/22/85) 49/85

Page 59—Line 34/R; read:
§334.620 Straits of Florida and Florida Bay in . . .
(F.R. 10/22/85) 49/85

Page 60—Lines 58–59/L; read:
§334.290 Elizabeth River, Southern Branch, Va., . . .
(F.R. 10/22/85) 49/85

Page 60—Line 44/R; read:
§334.320 Chesapeake Bay entrance; naval restricted . . .
(F.R. 10/22/85) 49/85

Page 60—Line 60/R; read:
Commandant, Fifth Naval District, Norfolk, Va. **part 207–Navigation Regulations**
(F.R. 10/22/85) 49/85

Page 63—Line 24/R; read;
§334.430 Neuse River and tributaries at Marine . . .
(F.R. 10/22/85) 49/85

Page 63—Line 43/R; read:
§334.450 Cape Fear River and tributaries at Sunny . . .
(F.R. 10/22/85) 49/85

Page 63—Line 61/R; read:
§334.460 Cooper River and tributaries at Charleston, . . .
(F.R. 10/22/85) 49/85

(continued on next page)

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Page 64—Line 3/R; read:
§334.470 Cooper River and Charleston Harbor, . . .
(F.R. 10/22/85) 49/85

Page 64—Line 43/R; read:
§334.500 St. Johns River, Fla., Ribault Bay; prohibited . . .
(F.R. 10/22/85) 49/85

Page 64—Line 58/R; read:
§334.510 U.S. Navy Fuel Depot Pier, St. Johns . . .
(F.R. 10/22/85) 49/85

Page 66—Line 1/L; read:
§334.530 Canaveral Harbor adjacent to the Navy . . .
(F.R. 10/22/85) 49/85

Page 66—Line 24/L; read:
§334.540 Banana River at Cape Canaveral Missile . . .
(F.R. 10/22/85) 49/85

Page 66—Line 36/L; read:
§334.550 Banana River at Cape Canaveral Air . . .
(F.R. 10/22/85) 49/85

Page 66—Line 53/L; read:
§334.560 Banana River at Patrick Air Force . . .
(F.R. 10/22/85) 49/85

Page 66—Line 3/R; read:
§334.570 Banana River near Orsino, Fla.; restricted . . .
(F.R. 10/22/85) 49/85

Page 66—Line 13/R; read:
§334.580 Atlantic Ocean near Port Everglades, . . .
(F.R. 10/22/85) 49/85

Page 66—Line 30/R; read:
§334.610 Key West Harbor at U.S. Naval Base, . . .
(F.R. 10/22/85) 49/85

Page 87—Lines 31–33/R; read:
334.320, chapter 2, for limits and regulations.)
A **naval prohibited area** is off Camp Pendleton, 7.4 miles southward of Cape Henry. (See 334.400, chapter . . .
(F.R. 10/22/85) 49/85

Page 87—Lines 36–37/R; read:
9 miles southward of Cape Henry. (See 334.38 and 334.390, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 92—Line 50/L; read:
334.410, chapter 2, for limits and . . .
(F.R. 10/22/85) 49/85

Page 96—Line 57/R; read:
Shoal. (See 334.410, chapter 2, for . . .
(F.R. 10/22/85) 49/85

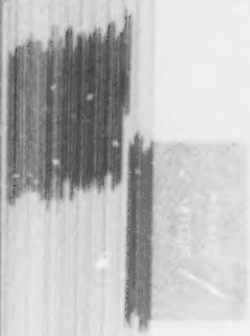
Page 101—Line 6/R; read:
to Jones Bay. (See 334.420, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 102—Line 37/L; read:
West Bay in Pamlico Sound. (See 334.420, . . .
(F.R. 10/22/85) 49/85

Page 102—Line 53/R; read:
334.430, chapter 2.
(F.R. 10/22/85) 49/85

Page 111—Line 7/R; read:
River. (See 334.440, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

(continued on next page)



Page 115—Line 20/R; read:
River. (See 334.450, chapter 2, for limits and . . .
(F.R. 10/22/85) 49/85

Page 133—Lines 37–39/R; read:
Naval Base, Station, and Shipyard. (See 334.460 and 334.470, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 138—Line 20/R; read:
(See 334.480, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 139—Line 57/R; read:
334.480, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 140—Line 41/L; read:
Island. (See 334.480, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 142—Line 5/L; read:
334.490, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 147—Line 36/L; read:
see 334.490, chapter 2, for limits and regulations.
(F.R. 10/22/85) 49/85

Page 167—Line 16/R; read:
extreme emergency. (See 334.500, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 168—Line 30/L; read:
a **restricted area**. (See 334.510, chapter 2, for limits . . .
(F.R. 10/22/85) 49/85

Page 173—Line 45/L; read:
eastern part of the lake. (See 334.520, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 178—Line 55/R; read:
(See 334.590, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 179—Line 42/L; read:
within a **danger zone**. (See 334.530 and 334.600, . . .
(F.R. 10/22/85) 49/85

Page 188—Line 48/L: read:
334.580, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 207—Line 48/L; read:
334.610, chapter 2, for limits and regulations.) The . . .
(F.R. 10/22/85) 49/85

Page 207—Line 57/L; read:
see 334.620, chapter 2, for limits and regulations.
(F.R. 10/22/85) 49/85

Page 228—Line 23/L; read:
the mouth. (See 334.560, chapter 2, for limits and . . .
(F.R. 10/22/85) 49/85

Page 228—Line 13/R; read:
within a **restricted area**. (See 334.550, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 228—Line 44/R; read:
to a missile-test annex. (See 334.540, chapter 2, for . . .
(F.R. 10/22/85) 49/85

Page 228—Line 54/R, read:
(See 334.570, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 49/85

Page 36—Line 33/L through page 38—Line 37/R; read:

Marys River to Miami.

(a) General. Public vessels of the United States, tugs with tows, and vessels in a situation where a delay would endanger life or property shall, upon proper signal, be passed through the draw of each bridge listed in this section at any time.

(b) McCormick Bridge, mile 747.5 at Jacksonville Beach. The draw shall open on signal; except that, during April, May, October, and November, from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m. Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. During April, May, October, and November, from 12 noon to 6 p.m. Saturday, Sundays, and federal holidays, the draw need open only on the hour and half-hour.

(c) (Reserved)

(d) Bridge of Lions (SR A1A) bridge, mile 777.9 at St. Augustine. The draw shall open on signal; except that, from 7 a.m. to 6 p.m. the draw need open only on the hour and half-hour, however, the draw need not open at 8 a.m., 12 noon, and 5 p.m. Monday through Friday except federal holidays. From 7 a.m. to 6 p.m. on Saturdays, Sundays and federal holidays the draw need only open on the hour and half-hour.

(e) Seabreeze Boulevard bridge, mile 829.1 at Daytona Beach. The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Saturday except federal holidays, the draw need open only at 8 a.m. and 5 p.m.

(f) Memorial bridge, mile 830.6 at Daytona Beach. The draw shall open on signal; except that, from 7:45 a.m. to 8:45 a.m. and 4:45 p.m. to 5:45 p.m. Monday through Saturday except federal holidays, the draw need open only at 8:15 a.m. and 5:15 p.m.

(g) SR A1A bridge, mile 835.5 at Port Orange. The draw shall open on signal; except that, from 7:30 a.m. to 8:30 a.m. and 4:30 p.m. to 5:30 p.m. Monday through Saturday except federal holidays, the draw need open only at 8 a.m. and 5 p.m.

(h) (Reserved)

(i) Harris Saxon bridge, mile 846.5 at New Smyrna Beach. The draw shall open on signal; except that, from March 15 through October 15 on Saturdays, Sundays, and federal holidays from 3 p.m. to 6 p.m., the draw need open only on the hour and half-hour.

(j) NASA railroad bridge, mile 876.6 near Jay Jay. The draw shall be operated as follows:

(1) The bridge is not constantly tended.

(2) The draw is normally in the fully open position, displaying flashing green lights to indicate that vessels may pass.

(3) When a train approaches the bridge, the lights go to flashing red and a horn sounds four blasts, pauses, and then repeats four blasts. After an eight minute delay, the draw lowers and locks, providing the scanning equipment reveals nothing under the draw. The draw remains down for a period of eight minues or while the approach track circuit is occupied.

(4) After the train has cleared, the draw opens and the lights return to flashing green.

(k) SR402 bridge, mile 878.9 at Titusville. The draw shall open on signal; except that, from 6:45 a.m. to 7:45 a.m. and 4:15 p.m. to 5:45 p.m. Monday through Friday, the draw need not open.

(l) John F. Kennedy Space Center (SR405) bridge, mile 885.0 at Addison Point. The draw shall open on signal; except that, from 6:45 a.m. to 8 a.m. and 4:15 p.m. to 5:45 p.m. Monday through Friday, the draw need not open.

(m) SR518 bridge, mile 914.4 at Eau Gallie. The draw shall open on signal; except that, 8:15 a.m. to 4:15 p.m. the draw need open only on the quarter-hour and three-quarter hour. From 6:45 a.m. to 8:15 a.m. and 4:15 p.m. to 5:45 p.m. Monday through Friday except federal holidays, the draw need not open.

(n) Merril Barber (SR60) bridge, mile 951.9 at Vero Beach. The draw shall open on signal; except that, from 7:45 a.m. to 9 a.m., 12 noon to 1:15 p.m., and 4 p.m. to 5:15 p.m., Monday through Friday, except federal holidays, the draw need open only at 8:30 a.m., 12:30

(continued on next page)

p.m. and 4:30 p.m. From December 1 through April 30, from 7 a.m. to 6 p.m., Monday through Friday except federal holidays and as provided above, the draw need only open on the hour, quarter-hour, half-hour, and three quarter-hour.

(o) (Reserved)

(p) (Reserved)

(q) Indiantown Road (SR706) bridge, mile 1006.2 at Jupiter. The draw shall open on signal, except that, from November 1, through April 30, from 7 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(r) (Reserved)

(s) PGA Boulevard bridge, mile 1012.6. The draw shall open on signal; except that from, 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., Monday through Friday except federal holidays, the draw need open only on the quarter-hour and three-quarter hour. On Saturdays, Sundays, and federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(t) Parker (US1) bridge, mile 1013.7. The draw shall open on signal; except that, from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. Monday through Friday except federal holidays, the draw need open only on the hour and half-hour. On Saturdays, Sundays, and federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(u) Flagler Memorial (SR A1A) bridge, mile 1021.9 at Palm Beach. The draw shall open on signal; except that, from November 1 to May 31, Monday through Friday except federal holidays, from 8 a.m. to 9:30 a.m. and from 4 p.m. to 5:45 p.m., the draw need open only at 8:30 a.m. and 4:45 p.m. From 9:30 a.m. to 4 p.m., the draw need open only on the hour and half-hour.

(v) Royal Park (SR704) bridge, mile 1022.6 at Palm Beach. The draw shall open on signal; except that, from November 1 through May 31, Monday through Friday except federal holidays, from 8 a.m. to 9 a.m. and from 3:30 p.m. to 5:45 p.m., the draw need open only at 8:45 a.m., 4:15 p.m., and 5 p.m. From 9:30 a.m. to 3:30 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(w) Southern Boulevard (SR700/80) bridge, mile 1024.7 at Palm Beach. The draw shall open on signal; except that, from November 1 through May 31, Monday through Friday except federal holidays, from 7:30 a.m. to 9 a.m. and from 4:30 p.m. 6:30 p.m. the draw need open only at 8:15 a.m. to 5:30 p.m.

(x) Lantana Avenue bridge, miles 1031.0 at Lantana. The draw shall open on signal; except that, from December 1, to April 30, on Saturdays, Sundays, and federal holidays, from 10 a.m. to 6 p.m., the bridge need open only on the hour, quarter-hour, half-hour, and three quarter-hour.

(y) (Reserved)

(z) (Reserved)

(aa) Atlantic Avenue (SR806) bridge, mile 1039.6 at Delray Beach. The draw shall open on signal; except that, from November 1 to May 31 from 10 a.m. to 6 p.m. Monday through Friday, the draw need open only on the hour and half-hour.

(bb) SR810 bridge, mile 1050.0 at Deerfield Beach. The draw shall open on signal; except that, from November 1 through May 31 from 11 a.m. to 5 p.m. on Saturdays, and Federal holidays, the draw need not open only on the hour, quarter quarter-hour, half-hour and three quarter-hour

(cc) N.E. 14th Street bridge, mile 1055.0 at Pompano. The draw shall open on signal; except that, from 7 a.m. to 6 p.m., the draw need open only on the quarter-hour, and three quarter-hour.

(dd) Atlantic Boulevard (SR814) bridge, mile 1056.0 at Pampano. The draw shall open on signal; except that, from 7 a.m. to 6 p.m., the draw need open only on the hour and half-hour.

(ee) Commercial Boulevard bridge, mile 1059.0 at Lauderdale-by-the-Sea. The draw shall open on signal, except that, from November 1 through May 15 from 12 noon to 6 p.m., Monday through Saturday, and from 9 a.m. to 6 p.m. on Sundays, the draw need open only on the hour, quarter-hour, half-hour and three-quarter hour.

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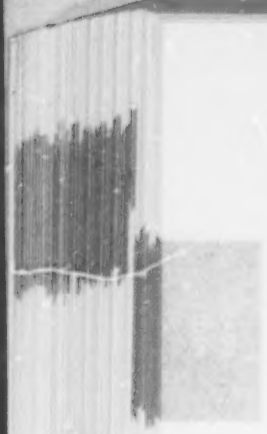

(ff) Oakland Park Boulevard Bridge, mile 1060.5 at Fort Lauderale. The draw shall open on signal; except that, from November 15 through May 15, from 7 a.m. to 6 p.m., Monday through Friday except federal holidays, the draw need open only on the hour, 20 minutes past the hour, and 40 minutes past the hour, and from 10 a.m. to 6 p.m. on Saturdays, Sundays and federal holidays,the draw need open only on the hour, quarter-hour, half-hour and three-quarter hour.

(gg) Sunrise Boulevard (SR838) bridge, mile 1062.6 at Fort Lauderdale. The draw shall open on signal; except that, from November 15 through May 15 and year-round through November 14, 1986 from 7:15 a.m. to 6:15 p.m., the draw need open only on the quarter-hour, and three quarter-hour.

(hh) Brooks Memorial (S.E. 17th Street) bridge, mile 1065.9 at Fort Lauderdale. The draw shall open on signal; except that, from 7 a.m. to 7 p.m. the draw need not be reopened for a period of 15 minutes after each closure. The owner of or agency controlling the bridge shall display on both sides of the bridge a time clock which is acceptable to the District Commander and which indicates to approaching vessels the number of minutes remaining before the draw is available for opening.

(ii) (Reserved)

(jj) Hollywood Beach Boulevard (SR820) bridge, mile 1072.2 Hollywood. The draw shall open on signal; except that from November 15 through May 15 from 10 a.m. to 6 p.m., the draw need open only on the hour and half-hour. From May 16 through November 14 on Saturdays, Sundays, and federal holidays, from 9 a.m. to 7 p.m., the draw need open only on the hour and half-hour.

(kk) Hallandale Beach Boulevard (SR824) bridge, mile 1074.0 at Hallandale. The draw shall open on signal; except that, from 7:15 a.m. to 6:15 p.m., the draw need open only on the quarter-hour and three-quarter hour.

(ll) N.E. 163rd Street (SR826) bridge, mile 1078.0 at Sunny Isles. the draw shall open on signal; except that, from 7 a.m. to 6 p.m. on Monday through Friday except federal holidays, and from 10 a.m. to 6 p.m. on Saturdays, Sundays, and federal holidays, the draw need open only on the quarter-hour, and three-quarter hour.

(mm) Broad Causeway bridge, mile 1081.4 at Bay Harbor Islands. The draw shall open on signal; except that, from 8 a.m. to 6 p.m., the draw need open only on the quarter-hour, and three-quarter hour.

(nn) West Span of the Venetian Causeway, mile 1088.6 at Miami. the draw shall open on signal; except that, from November 1 through April 30, Monday through Friday except federal holidays, from 7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m., the draw need be opened only on the hour and half-hour.

(oo) MacArthur Causeway bridge, mile 1088.8 at Miami. The draw shall open on signal; except that, from November 1 through April 30 from 7 a.m. to 9 a.m. and 4:30 p.m. to 6:30 p.m., the draw need open only on the hour and half-hour.

(pp) Dodge Island bridges, mile 1089.4 at Miami. The draws shall open on signal; except that, from 7:15 a.m. to 5:45 p.m. Monday through Saturday except federal holidays, the draws need open only on the quarter-hour, and three-quarter hour.

(qq) Rickenbacker Causeway bridge, mile 1091.6 at Miami. The draw shall open on signal; except that, from 7:30 a.m. to 9 a.m. and 4:30 p.m. to 6 p.m. Monday through Friday except federal holidays, and 11 a.m. to 6 p.m. Saturdays, Sundays, and federal holidays, the draw need open only on the hour and half-hour.

(F.R. 12/16/85) 3/86

Page 224—Line 21/L;read:
with a clearance of 37 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) An . . .

(F.R. 12/16/85) 3/86

Page 224—Line 31/R; read:
117.261, chapter 2, for drawbridge regulations.)

(F.R. 12/16/85) 3/86

(continued on next page)

Page 225—Line 59/L; read:
117.1 through 117.59 and 117.261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

Page 225—Line 4/R; read:
117.1 through 117.59 and 117.261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

Page 225—Line 56/R; read:
Clearance of 20 feet at the center. (See **117.1 through 117.59 and 17.261**, chapter 2, for drawbridge regulations.) A boatyard and a . . .
(F.R. 12/16/85) 3/86

Page 226—Line 46/L; read:
117.1 through 117.59 and 117. 261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

Page 226—Line 44/R; read:
117.59 and 117. 261, chapter 2, for drawbridge . . .
(F.R. 12/16/85) 3/86

Page 226—Line 60/R; read:
117.1 through 17.59 and 117. 261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

Page 227—Line 6/L; read:
117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 227—Lines 48–52/R; read:
made.

At **Mile 914.1** State Route 518 causeway drawbridge crosses Indian River. (See **117.1 through 117.59 and 117. 261**, chapter 2, for drawbridge regulations.

Banana River has its southern entrance at **Mile 914.2** opposite Melborne (formerly Au Gallie). The north side of the river mouth is marked by a large green statue of a dragon on the south tip of Merritt Island. The river is used by small boats as a . . .
(F.R. 12/16/85; CP 4–228/85) 3/86

Page 230—Line 30/L; read:
117.59 and 117.261, chapter 2, for drawbridge . . .
(F.R. 12/16/85) 3/86

Page 236—Line 10/L; read:
center. (See **117.1 through 117.59 and 117.261**, . . .
(F.R. 12/16/85) 3/86

Page 236—Line 24/L; read:
clearance of 24 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 236—Line 28/L; read:
through 117.59 and 117.261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

Page 236—Line 59/R; read:
117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 237—Line 6/L; read:
and 117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 237—Line 15/L; read:
(See **117.1 through 117.59 and 117.261**, chapter . . .
(F.R. 12/16/85) 3/86

Page 237—Line 41/L; read:
117.59 and 117. 261, chapter 2, for drawbridge . . .
(F.R. 12/16/85) 3/86

Page 237—Line 11/R; read:
117.59 and 117. 261, chapter 2, for drawbridge . . .
(F.R. 12/16/85) 3/86

Page 238—Line 11/L; read:
117.1 through 117.59 and 117.261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

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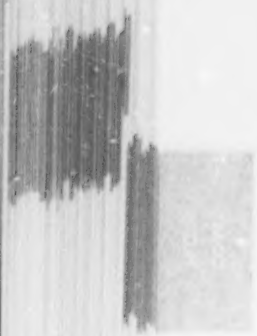


Page 238—Line 29/L; read:
(See **117.1 through 117.59 and 117.261**, chapter 2, . . .
(F.R. 12/16/85) 3/86

Page 238—Line 36/L; read:
117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 238—Line 54/L; read:
117.1 through 117.59 and 117.261, chapter 2, for . . .
(F.R. 12/16/85 3/86

Page 238—Line 62/L; read:
117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 238—Line 5/R; read:
(See **117.1 through 117.59 and 117.261**, chapter . . .
(F.R. 12/16/85) 3/86

Page 239—Line 43/R; read:
and 117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 240—Line 37/R; read:
through 117.59 and 117.261, chapter 2, for . . .
(F.R. 12/16/85) 3/86

Page 240—Line 43/R; read:
MHz). See **117.1 through 117.59 and 117.261**. . . .
(F.R. 12/16/85) 3/86

Page 241—Line 7/L; read:
117.59 and 117.261, chapter 2 for drawbridge . . .
(F.R. 12/16/85) 3/86

Page 241—Line 49/R; read:
center. (See **117.1 through 117.59 and 117.261**. . . .
(F.R. 12/16/85) 3/86

Page 243—Line 1/R; read:
117.59 and 117. 261, chapter 2, for drawbridge . . .
(F.R. 12/16/85) 3/86

Page 243—Line 8/R; read:
117.261, chapter 2, for drawbridge regulations.)
(F.R. 12/16/85) 3/86

Page 243—Line 34/R; read:
center. (See **117.1 through 117.59 and 117.261**, . . .
(F.R. 12/16/85) 3/86

Page 40—Line 52/R; read:
signal if at least six hours notice is given.

Note.–Opening requests can be made by collect telephone call to 904-359-1951.

(19/85 CG8) 27/85

Page 42—Lines 5-6/R; read:
(a) through (g) not in this Coast Pilot.
(h) The draw of the Edison Memorial (US41) . . .
(F.R. 5/20/85) 27/85

Page 42—Line 33/R; read:
at least six hours notice is given.

Note.–Opening requests can be made by collect telephone call to 904-359-1951.

(19/85 CG8) 27/85

Page 43—Line 9/L; read:
given.

§117.438a Company Canal.

The draw of the S1 bridge, mile 0.4 at Lockport, shall open on signal; except that, from 6 p.m. to 10 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

Note.–Opening requests can be made by collect telephone call to 318-233-7404 at any time, or to 504-851-0900 during normal business hours.

(F.R. 6/3/85) 27/85

Page 43—Line 21/R; read:
§117.458 Inner Harbor Navigation Canal, New . . .
(F.R. 5/9/85) 27/85

Page 43—Line 28/R; read:
not be opened.

§117.459 Kelso Bayou (Black Lake Bayou).

The draw of the S27 bridge, mile 0.7 at Hackberry, shall open on signal; except that, during the non-shrimping season of 22 December to a date around 25 May, as set by the state yearly, the draw shall open on signal if at least four hours notice is given.

Note.–Opening requests can be made by collect telephone call to 318-439-2406.

(F.R. 5/9/85) 27/85

Page 43—Line 45/R; read:

(a) The draw of the S655 bridge, mile 50.8 at Lockport, shall open on signal; except that, from 6 p.m. to 10 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

(b) The draw of the S364 bridge, 54.2 at Mathews, shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

Note.–Opening requests for the bridges in paragraphs (a) and (b) can be made by collect telephone call to 318-233-7404 at any time, or to 504-851-0900 during normal business hours.

(c) The draws of the S3199 bridge, mile 58.2, and . . .
(F.R. 6/3/85) 27/85

Page 43—Line 50/R; read:
(d) The draws of the Southern Pacific railroad . . .
(F.R. 6/3/85) 27/85

Page 43—Line 53/R; read:
(e) The draws of the S20 bridge, mile 73.4 at . . .
(F.R. 6/3/85) 27/85

Page 44—Line 35/L; read:
given.

§117.480 Mermentau River.

(continued on next page)

The draw of the S82 bridge, mile 7.1 at Grand Chenier, shall open on signal; except that, from 9 p.m. to 5 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw will open on less than four hours notice for an emergency and will open on demand should a temporary surge in waterway traffic occur.

Note.–Opening requests can be made by collect telephone call to 318-439-2406.

(F.R. 6/3/85) 27/85

Page 44—Lines 16-18/R; read:
Parish, shall open on signal; except that, from 6 p.m. to 6 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw will open on less than four hours notice for an emergency and will open on demand should a temporay surge in waterway traffic occur.

Note.–Opening requests can be made by collect telephone call to 318-439-2406.

(F.R. 6/3/85) 27/85

Page 46—Lines 2-5/R; read:
Orange, need not be opened for the passage of vessels.

(F.R. 5/9/85) 27/85

Page 46—Lines 8-9/R; read:
mile 20.7 near Brazoria, shall open on signal; except that, from 10 a.m. to 2 p.m. and 10 p.m. to 2 a.m., the draw . . .

(F.R. 4/22/85) 27/85

Page 71—Line 16/L; read:
seamanship.

§165.808 Corpus Christi Ship Channel, Corpus Christi, TX, safety zone.

(a) The following areas are established as Safety Zones during specified conditions:

(1) For incoming tank vessels loaded with Liquefied Petroleum Gas, the waters within a 500 yard radius of the LPG carrier while the vessel transits the Corpus Christi Ship Channel to the LPG receiving facility. The Safety Zone remains in effect until the LPG vessel is moored at the LPG receiving facility.

(2) For outgoing tank vessels loaded with LPG, the waters within a 500 yard radius of the LPG carrier while the vessel departs the LPG facility and transits the Corpus Christi Ship Channel. The Safety Zone remains in effect until the LPG vessel passes the seaward extremity of the Aransas Pass Jetties.

(b) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(c) The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect by providing advance notice of scheduled arrivals and departures of loaded LPG vessels via a Marine Safety Information Broadcast Notice to Mariners.

(F.R. 4/22/85; F.R. 5/13/85) 27/85

Page 127—Lines 23-25/L; read:
N end of the key. A radiobeacon with a special radio direction finder calibration service is at the light. (See Light List for details.) A . . .

(18/85 CG7) 27/85

Page 137—Line 19/R; read:
marine information.

Launch service.–Launch service for personnel and supplies is available from Sea Taxi, Inc. The company also provides towing and assistance for small craft. Arrangements can be made by telephone (813-381-3999) or by radiotelephone on VHF-FM channel 16 (156.80 MHz); call sign, WGJ-335.

(CP 5-126/85) 27/85

Page 144—Lines 7-8/R; read:
marked by daybeacons. In October-November 1984, the centerline controlling depth was 1 1/2 feet. In September 1982, . . .

(BPs 125679-80; 22/85 CG7; CL 446/85) 27/85

(continued on next page)

Page 144—Line 15/R; read:
The centerline depth is about 3 feet. With local knowledge, greater depths can be carried in all reaches of the entrance and river. The best . . .
(BPs 125679-85; 22/85 CG7; CL 446/85) 27/85

Page 145—Line 61/R; read:
1983, the centerline controlling depth was 4 feet . . .
(CP 5-142/85; CL 77/85; BP 124722) 27/85

Page 147—Lines 3-6/L; read:
19 highway bridges. 25 miles above the junction. The bridges, the first above the mouth, have fixed spans with least clearances of about 30 feet at low water stage and 15 feet at high water stage. In May 1985, the lower bridge was being replaced by a fixed bridge with a design clearance of 29 feet at high water stage. The minimum.
(CP 5-147/85; 19/85 CG7; CL 41/85) 27/85

Page 151—Line 15/L; read:
buoys, and daybeacons. In March 1985, shoaling to 3 feet was reported in the E half of the channel between Daybeacon 14 and Light 18. Panacea is a summer resort . . .
(13/85 CG8) 27/85

Page 153—Lines 5-6/R; read:
jetties. In January 1985, the controlling depth was 6 feet (7 feet at midchannel). The channel is . . .
(CP 5-150/85; CL 148/85) 27/85

Page 156—Lines 9-11/L; read:
Intracoastal Waterway. The canal has a Federal project depth of 12 feet. (See Local Notice to Mariners for controlling depths.) Near the . . .
(CP 5-326/85; NOS 11393) 27/85

Page 168—Lines 41-44/R; read:
miles above the waterway. In February 1985, the depth was 3 1/2 feet (5 feet at midchannel) in the channel with 5 to 7 feet in the turning basin. The channel is . . .
(CL 373/85; CP 5-168/85) 27/85

Page 169—Line 42/R; read:
February 1985, the midchannel controlling depth was 1 foot.
(CL 254/85; BPs 125107-10) 27/85

Page 170—Line 55/R; read:
135 feet up. In February 1985, the bridge was being removed. An overhead power cable of unknown clearance crosses the river at the bridge. Just above the Cochrane bridge, at the mouth of . . .
(CL 310/85; CP 5-170/85) 27/85

Page 170—Lines 60-63/R; read:
drawbridge regulations.)
(CL 310/85; CP 5-170/85) 27/85

Page 176—Lines 37-39/L; read:
channel about 500 feet below the bridge. In February 1985, the controlling depth was 3 feet (7 feet at midchannel) in the channel and in September-October 1984, 8 feet in the . . .
(CP 5-173/85; CL 233/85) 27/85

Page 183—Lines 38-39/R; read:
harbor. In January 1985, the controlling depth was 7 1/2 feet in the channel with 7 to 8 feet in the basin. The . . .
(CL 459/85) 27/85

Page 185—Line 63/R; read:
from the moles. In September 1984, the controlling depth was 6 feet in the entrance channel with 5 1/2 to . . .
(CL 143/85) 27/85

Page 186—Lines 1-2/L; read:
7 feet in the harbor. A light marks the seaward end . . .
(CL 143/85) 27/85

(continued on next page)

Page 186—Lines 15-16/R; read:
April 1985, the controlling depth was 3 feet. The channel is marked by a daybeacon . . .
(CL 459/85; CP 5-186/85) 27/85

Page 186—Lines 41-42/R; read:
for 1.7 miles to the mouth of the river. In April 1985, the controlling depth was 3 feet. The channel . . .
(CL 459/85; CP 5-186/85) 27/85

Page 187—Lines 25-28/L; read:
channel marked by lights and daybeacons. In December 1984, the controlling depth was 5 feet from Mississippi Sound to the mouth of the bayou, thence 4 feet at midchannel to the spur . . .
(CL 143/85) 27/85

Page 191—Line 33/L; read:
drawbridge regulations.) An overhead power cable about 0.4 mile above the bridge has a clearance of 59 feet.
(NOS 11369; CL 103/85) 27/85

Page 199—Line 17/L; read:
Mississippi River-Gulf Outlet Lighted Bell Buoy 2 to the . . .
(NOLA VTS MAN/85) 27/85

Page 199—Line 20/L; read:
Canal from the turning basin to the lock.
(NOLA VTS MAN/85) 27/85

Page 199—Lines 28-31/L; read:
Chasse Ferry Landing, 65.6 miles (AHP) and Mississippi River-Gulf Outlet Canal from Lighted Bell Buoy 2 to Light 114, 52.5 miles above the entrance; Sector II, VHF-FM channel 11 (156.55 MHz), Mississippi River from 65.6 miles (AHP) to Guy Malory Light, 15.8 miles (ACS) and Mississippi River-Gulf Outlet Canal from Light 114 to the Gulf Intracoastal Waterway and W along the Intracoastal Waterway and the Inner Harbor Navigation Canal; Sector III, VHF-FM channel 12, . . .
(NOLA VTS MAN/85) 27/85

Page 199—Lines 36-43/L; read:
Swamp Light, 128.2 miles (ACS).
(NOLA VTS MAN/85) 27/85

Page 199—Line 49/L; read:
VTS area, passing specified reporting points, or on request . . .
(NOLA VTS MAN/85) 27/85

Page 199—Lines 58/L-2/R; read:
The reporting points in the Mississippi . . .
(NOLA VTS MAN/85) 27/85

Page 199—Lines 20-30/R; read:
The reporting points in the Mississippi River-Gulf Outlet (MRGO) Canal are as follows: in Sector I, MRGO Lighted Bell Buoy 2, MRGO Lighted Bell Buoy 20, MRGO Light 62, MRGO Light 94, MRGO Light 114 (sector boundary); in Sector II, the . . .
(NOLA VTS MAN/85) 27/85

Page 227—Line 2/L; read:
velocities reported. Several wrecks are in the vicinity of the pass. The pass is not recommended . . .
(22/85 CG8; 21/85 CG8; 20/85 CG8; NOS 11358) 27/85

Page 228—Line 35/R; read:
intersection. (See 117.1 through 117.59 and 117.465, chapter 2, . . .
(F.R. 6/3/85) 27/85

Page 228—Line 41/R; read:
intersection. (See 117.1 through 117.59 and 117.438a, chapter 2, . . .
(F.R. 6/3/85) 27/85

Page 229—Line 1/L; read:
117.1 through 117.59 and 117.465, chapter 2, for drawbridge . . .
(F.R. 6/3/85) 27/85

(continued on next page)

Page 238—Line 50-53/R; read:
Overhead pipeline bridges 0.3 to 0.4 mile S of the bridges have a least clearance of 73 feet. In 1969, the entrance to Wax . . .
(CL 389/85) 27/85

Page 243—Line 57/L; read:
13 feet (see 117.1 through 117.59 and 117.480, chapter 2, for drawbridge regulations); about 1 miles W of Grand Chenier, an . . .
(F.R. 6/3/85) 27/85

Page 252—Line 54/R; read:
jetty.
(19/85 CG8) 27/85

Page 267—Line 39/L; read:
lighted ranges, lights, and lighted and unlighted buoys.
(16/85 CG8; 4/84 CG8; LL/84) 27/85

Page 269—Line 44/R; read:
bridge have a clearance of 85 feet. Overhead power cables about 2.5 miles above the railroad bridge have a least clearance of 65 feet.
(CL 1784/69; CL 1158/70) 27/85

Page 269—Lines 47-50/R; read:
have fixed spans with a minimum clearance of 18 feet. A highway bridge crossing a . . .
(CL 300/85; CP 5-265/85; CL 1300/85) 27/85

Page 286—Lines 47-48/R; read:
March 1985, the controlling depth was 12 feet in the channel and basin.
(CP 5-327/85) 27/85

Page 286—Lines 53-54/R; read:
Port Lavaca. In August 1984-March 1985, the controlling depth was 12 feet in the channel and in the N-S and . . .
(CP 5-327/85) 27/85

Page 288—Lines 41-42/L; read:
the city of **Victoria**. In April 1984-March 1985, the controlling depth was 4 feet (8 feet at midchannel) . . .
(CP 5-329/85) 27/85

Page 288—Line 60/L; read:
March 1985, the controlling depth was 4 feet (5 feet at midchannel) in the . . .
(CP 5-329/85) 27/85

Page 290—Line 34/R; read:
chapter 2.

A **safety zone** has been established around loaded liquified petroleum gas (LPG) vessels transiting Corpus Christi Channel between the outer end of Aransas Pass jetties and Port of Corpus Christi Oil Dock No. 11. (See 165.1 through 165.7, 165.20, 165.23, and 165.808, chapter 2, for limits and regulations.)
(F.R. 4/22/85) 27/85

Page 297—Lines 40-48/L; read:
daybeacons. In May 1985, the controlling depth was 13 feet (17 feet at midchannel) in the bar and jetty channels, thence in February 1984-March 1985, 9 feet (12 feet at midchannel) to the turning basin, thence 13 to 14 feet in the turning basin, 12 feet in the shrimp-boat basin, and 8 feet in the small-craft basin. In May 1985, the controlling depth was 9 feet (10 feet at midchannel) in the curved channels connecting . . .
(CP 5-329/85) 27/85

Page 307—Lines 45-46/L; read:
and a buoy. In July 1984, the controlling depth was 7 1/2 feet.
(CP 5-303/85; BPs 124695-96) 27/85

Page 308—Line 29/R; read:
24-foot fixed span with a clearance of 7 feet. In April 1985, the bridge was reported to be in ruins; caution is advised.
(17/85 CG7; CP 5-304/85) 27/85

(continued on next page)

Page 311—Lines 50-54/R; read:

At **Mile 327.7E, Gulf County Canal** extends SW for about 5 miles to Port St. Joe, where fuel and supplies can be obtained. (See chapter 6 for more complete information.) The canal has a Federal project depth of 12 feet. (See Local Notice to Mariners for controlling depths.) Two . . .

(CP 5-326/85; NOS 11393) 27/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 27/85

Page 34—Line 57/L-3/R; read:

(17) Kenner Bend Anchorage. An area 0.9 mile in length along the right descending bank of the river, 700 feet wide, extending from mile 114.7 to mile 115.6 above Head of Passes.

(18) Ama Anchorage. An area 1.8 miles in length along the left descending bank of the river, 700 feet wide, extending from mile 115.5 to mile 117.3 above Head of Passes.

(19) Bonnet Carre Anchorage. An area 1.5 miles . . .

(F.R. 6/21/85) 33/85

Page 42—Lines 47-51/R; read:

§117.424 Belle River

The draw of the S70 bridge, mile 23.8 (Landside Route) near Belle River, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

Note.-Opening requests can be made by collect telephone call to 504-925-8541.

(F.R. 6/10/85) 33/85

Page 43—Line 19/L; read:

Cities Service Refining Corporation Agent.

§117.443 Bayou Du Large.

The draw of the Terrebonne Parish bridge, mile 23.2, near Theriot, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall opeon on signal if at least 12 hours notice is given.

Note.-Opening requests can be made by telephone call to 504-925-8541.

(F.R. 6/10/85) 33/85

Page 44—Line 35/L; read:

given.

§117.478 Lower Grand River.

The draw of the S997 bridge, mile 41.5 (Landside Route) at Pigeon, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

Note.-Opening requests can be made by telephone call to 504-925-8541.

§117.480 Mermentau River.

The draw of the S82 bridge, mile 7.1 at Grand Chenier, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw will open on less than four hours notice for an emergency and will open on demand should a temporary surge in waterway traffic occur.

Note.-Opening requests can be made by telephone call to 504-925-8541.

(F.R. 6/10/85) 33/85

Page 44—Line 43/L; read:

given.

§117.486 Pierre Pass.

The draw of the S70 bridge, mile 1.0 at Pierre Part, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw will open on less than four hours notice for an emergency and will open on demand should a temporary surge in waterway traffic occur.

(continued on next page)

Note.-Opening requests can be made by telephone call to 504-925-8541.
(F.R. 6/10/85) 33/85

Page 45—Line 48/L; read:
(a) The draw of the US 90 bridge, mile 0.4 between Biloxi and Ocean Springs shall open on signal; except that, from 6:30 a.m. to 7:05 a.m., 7:20 a.m. to 8:05 a.m., 4:00 p.m. to 4:45 p.m., and 4:55 p.m. to 5:30 p.m., Monday through Friday except holidays, the draw need not open for the passage of vessels.
(b) The draw of the I-110 bridge, mile 3.0 at Biloxi,
. . .
(F.R. 7/5/85) 33/85

Page 47—Lines 26-27/L; read:
zones. Included within the safety zones are specific
. . .
(F.R. 7/1/85) 33/85

Page 47—Line 30/R; read:
zones. (Shipping safety fairways associated with deepwater ports are described in Part 166 of this Title.)
(F.R. 7/1/85) 33/85

Page 49—Lines 36-40/L; read:
Appendix A-Deepwater Port Safety Zone Boundaries
I. Purpose. This appendix contains a general description of the port safety zone designated and developed . . .
(F.R. 7/1/85) 33/85

Page 49—Line 46/L; read:
of each resultant safety zone. (Shipping safety fairways associated with the Deepwater Ports are described in Part 166 of this Title.)
(F.R. 7/1/85) 33/85

Page 49—Lines 4-5/R; read:
IV. Modifications. Safety zone boundaries are subject to modification as . . .
(F.R. 7/1/85) 33/85

Page 49—Lines 51-62/R; read:
28°50′20″N., 89°53′51″W.; 28°52′21″N., 89°57′47″W.
(F.R. 7/1/85) 33/85

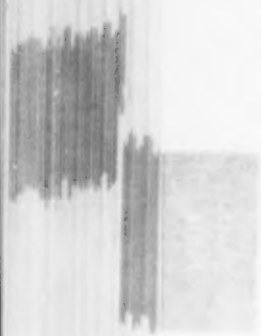
Page 50—Lines 1-4/L; read:
Part 160-Ports and Waterways Safety-General
(F.R. 7/1/85) 33/85

Page 71—Line 44/L; read:
§166.200 Shipping safety fairways and anchorage areas, Gulf of Mexico.
(F.R. 7/1/85) 33/85

Page 72—Line 35/R; read:
11420.
(52) Louisiana Offshore Oil Port (LOOP) Shipping Safety Fairway to Safety Zone. (i) North of Gulf Safety Fairway. The 2-mile wide area enclosed by rhumb lines joining points at:
28°48′36″N., 89°55′00″W.;
28°48′14″N., 89°54′17″W.;
28°45′47″N., 89°54′19″W.;
28°36′06″N., 89°55′44″W.;
28°18′30″N., 89°55′15″W.;
28°20′58″N., 89°53′03″W.;
28°36′09″N., 89°53′28″W.;
28°49′07″N., 89°51′30″W.;
28°50′20″N., 89°53′51″W.
(ii) South of Gulf Safety Fairway. The 2-mile wide area enclosed by rhumb lines joining points at:
28°15′20″N., 89°55′10″W.;
27°46′29″N., 89°54′23″W.;
27°46′32″N., 89°52′06″W.;
28°17′48″N., 89°52′58″W.
(F.R. 7/1/85) 33/85

Page 153—Lines 5-6/R; read:
jetties. In May 1985, the midchannel controlling depth was 6 feet. The channel is . . .
(CL 482/85; 28/85 CG8) 33/85

(continued on next page)



COAST PILOT 5 (continued)

Page 153—Lines 42-43/R; read:
basin in **Scipio Creek**. In May 1985, the controlling depths were 8 feet (9 feet at midchannel) in the channel and 7 . . .
(CL 482/85) 33/85

Page 181—Line 18/L; read:
center. (See 117.1 through 117.59 and 117.675, chapter 2, for . . .
(F.R. 7/5/85) 33/85

Page 183—Line 35/L; read:
long and is marked by lighted buoys.
(26/85 CG8) 33/85

Page 186—Line 35/L; read:
feet and clearance of 4 feet.
In June 1985, a sunken wreck was reported about 0.5 mile SE of Henderson Point on about 30°17′42″N., 89°16′54″W.
(26/85 CG8) 33/85

Page 202—Lines 53-54/R; read:
Loutre is marked by a lighted bell buoy.
(26/85 CG8) 33/85

Page 233—Line 55/R; read:
117.443, chapter 2, for drawbridge regulations.)
(F.R. 6/10/85) 33/85

Page 234—Lines 16-17/R; read:
tower and prominent when . . .
(27/85 CG8) 33/85

Page 261—Lines 6-7/L; read:
bridge at **Orangefield**. In April 1985, the controlling depth was 9 feet in the channel with 8 to 10 feet in the basin.
(CP 5-331/85) 33/85

Page 269—Line 31/L; read:
River. In May 1985, the midchannel controlling depth was 5 . . .
(CP 5-331/85) 33/85

Page 279—Lines 59-60/L; read:
Intracoastal Waterway. In May 1985, the controlling depth was 7 feet (10 feet at midchannel) to the Monsanto basin, It . . .
(CP 5-331/85) 33/85

Page 286—Line 63/R; read:
river is marked by lights. In May 1985, . . .
(CP 5-331/85) 33/85

Page 287—Line 2/L; read:
Lavaca River, thence in August 1984, 3 feet to the State Route 616 . . .
(CP 5-331/85) 33/85

Page 317—Line 2/R; read:
another pontoon bridge crosses the waterway. (See 117.1 through 117.59 and 117.424, chapter 2, for drawbridge regulations.)
(F.R. 6/10/85) 33/85

Page 317—Line 6/R; read:
41.3 (See 117.1 through 117.59 and 117.478, chapter 2, for drawbridge regulations,) The Landside Route then follows a section of . . .
(F.R. 6/10/85) 33/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 33/85

Page 34—Line 57/L-3/R; read:
(17) Lower Kenner Band Anchorage. An area 0.8 mile in length along the right descending bank of the river, 700 feet wide, extending from mile 113.5 to mile 114.3 above Head of Passes.
(18) Kenner Bend Anchorage. An area 0.9 mile in length along the right descending bank of the river, 700 feet wide, extending from mile 114.7 to mile 115.6 above Head of Passes.
(19) Ama Anchorage. An area 1.8 miles in length along the left descending bank of the river, 700 feet wide, extending from mile 115.5 to mile 117.3 above Head of Passes.
(20) Bonnet Carre Anchorage. An area 1.5 miles . . .
(F.R. 6/21/85; F.R. 7/25/85) 36/85

(continued on next page)

(continued)

Page 34—Line 9/R; read:
(21) La Place Anchorage. An area 0.3 mile in . . .
(F.R. 7/25/85) 36/85

Page 34—Line 13/R; read:
(22) Reserve Anchorage. An area 0.5 mile in . . .
(F.R. 7/25/85) 36/85

Page 34—Line 17/R; read:
(23) Lower Grand Reach Anchorage. An . . .
(F.R. 7/25/85) 36/85

Page 34—Line 21/R; read:
(24) Upper Grand View Reach Anchorage. An . . .
(F.R. 7/25/85) 36/85

Page 34—Line 25/R; read:
(25) Lower Sunshine Anchorage. An area 0.9 . . .
(F.R. 7/25/85) 36/85

Page 34—Line 29/R; read:
(26) Upper Sunshine Anchorage. An area 0.7 mile . . .
(F.R. 7/25/85) 36/85

Page 34—Line 33/R; read:
(27) Baton Rouge General Anchorage. An area . . .
(F.R. 7/25/85) 36/85

Page 34—Line 40/R; read:
(28) Lower Baton Rouge Anchorage. An area 0.5 . . .
(F.R 7/25/85) 36/85

Page 34—Line 46/R; read:
(29) Middle Baton Rouge Anchorage. An area 0.2 . . .
(F.R. 7/25/85) 36/85

Page 34—Line 52/R; read:
(30) Upper Baton Rouge Anchorage. An area 0.4 . . .
(F.R. 7/25/85) 36/85

Page 41—Lines 61/L-4/R; read:
(a) The draw of the SR699 bridge shall open on signal except as provided below.
(b) From 12 noon to 6 p.m. on Saturdays, Sundays, and federal holidays the draw need open only on the hour, quarter-hour, half-hour and three-quarter hour. Public vessels of the United States, tugs with tows, and vessels in distress shall be passed at any time.
(c) Notwithstanding the provisions of paragraph (b), the draw shall open on signal whenever a National Weather Service small-craft advisory or warning for winds of greater force is in effect.
(d) From 11 p.m. to 7 a.m. a delay of up to 10 minutes may be expected unless the drawtender has been contacted by telephone or radiotelephone.
(F.R. 7/22/85) 36/85

Page 41—Line 19/R; read:
hour.
(b-1) The draw of the Siesta Key bridge, mile 71.6 at Sarasota, shall open on signal, except that from 11 a.m. to 6 p.m. on Saturdays, Sundays, and federal holidays, the draw need open only on the hour, quarter-hour, half-hour, and three-quarter hour.
(F.R. 7/22/85) 36/85

Page 70—Line 30/R; read:
93°17′37″W. to the end of the turning basin and to . . .
(F.R. 8/5/85) 36/85

Page 119—Line 14/R; read:
of 7 1/2 feet was reported over the fish haven. An unmarked fish haven is about 4.5 miles SW of Big Carlos Pass.
(NM 32/85) 36/85

Page 181—Lines 1-2/L; read:
Springs. In November 1984, the controlling depth in the entrance channel was 7 feet. The channel is marked by a light.
(BP 124618) 36/85

(continued on next page)

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COAST PILOT 5 (continued)

Page 191—Lines 45-46/R; read:
detached breakwater W of the channel. Lights mark the entrance to the bayou and the E end of the ...
(29/85 CG8) 36/85

Page 252—Lines 53-54/R; read:
a skeleton tower with a black and white diamond-shaped daymark on steel piles at the S end of the jetty.
(29/85 CG8; 19/85 CG8) 36/85

Page 303—Line 17/R; read:
fixed highway bridge with a horizontal clearance of 28 feet and a vertical clearance of 10 ...
(CL 622/85; 29/85 CG7) 36/85

Page 305—Line 41/R; read:
the N end of Siesta Key. (See 117.1 through 117.59 and 117.287, chapter 2, for drawbridge regulations.) A boatyard on the E side of ...
(F.R. 7/22/85) 36/85

Page 307—Lines 45-46/L; read:
buoys, and a lighted buoy. In July 1984, the centerline controlling depth was 7 1/2 feet.
(29/85 CG7; CP 5-303/85; BPs 124695-96)36/85

Page 307—Line 25/R; read:
clearances of 18 feet cross the creek. In July 1985, replacement twin fixed highway bridges with design clearance of 26 feet horizontal and 20 feet vertical were under construction. A marina and ...
(29/85 CG7; CP 5-307/85) 36/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 36/85

Page 41—Lines 11-13/L; read:
bridge, mile 15.0 at Hurricane, shall open on signal; except that, from 5 p.m. to 9 a.m., the draw shall open on signal if at least eight hours notice is given. During periods of ...
(F.R. 9/13/85) 42/85

Page 44—Line 13/R; read:
least 24 hours notice is given.

§117.494 Schooner Bayou Canal.

The draw of the S82 bridge, mile 4.0 from White Lake at Little Prairie Ridge, shall open on signal; except that, from 10 p.m. to 6 a.m. the draw shall open on signal if at least four hours notice is given. The draw shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.
(F.R. 9/12/85) 42/85

Page 118—Line 30/R; read:
conditions.

In August 1985, shoaling was reported in Wiggins Pass; caution is advised.
(32/85 CG7) 42/85

Page 137—Lines 34-36/R; read:
Springs, 8 miles above the mouth. In January 1985, the controlling depth in the dredged channel in the river was 4 feet (6 feet on the centerline) to just above Columbus Drive ...
(31/85 CG7; BPs 125900-01) 42/85

Page 165—Lines 48/L-5/R; read:
the approach to the pass. In March 1985, the controlling depth was 5 1/2 feet at midchannel in the dredged entrance channe, thence 8 1/2 feet at midchannel leading to Bayou St. John and 7 feet at midchannel leading to Terry and Johnson Coves.
(CL 458/85; NOS 11378, Dwg #21) 42/85

Page 175—Line 17/R; read:
village. In April 1985, the controlling depth was 7 ...
(CL 458/85; NOS 11378, Dwg #21) 42/85

Page 175—Lines 36-38/R; read:
anchorage basin to Dauphin Island Bay. In April 1985, the controlling depths were 6 feet in the entrance channel with 7 feet in the basin, and thence 4 feet ...
(CL 458/85; NOS 11378, Dwg #21) 42/85

(continued on next page)

[redacted]

COAST PILOT 5 (continued)

Page 242—Line 22/L; read:
of 6 feet. (See 117.1 through 117.59, and 117.494, chapter 2, for . . .
(F.R. 9/12/85) 42/85

Page 284—Lines 56-57/R; read:
miles above the Intracoastal Waterway. In April 1985, the controlling depth was 6 feet to the . . .
(CP 5-334/85) 42/85

Page 286—Lines 43-45/L; read:
May 1985, the controlling depth was 9 1/2 feet to Palacios; thence in August-November 1984, the controlling depths was 12 feet in the City (E) Basin and 11 feet in the Municipal . . .
(CP 5-334/85) 42/85

Page 289—Lines 15-17/R; read:
In November 1984, the controlling depth was 8 feet in the entrance channel; thence in June 1985, a depth of 8 feet was in the basin. In August 1982, it was reported that . . .
(CP 5-334/85) 42/85

Page 297—Lines 40-50/L; read:
daybeacon.

A Federal project provides for a depth of 14 feet in the entrance channel through the jetties to Port Mansfield with 14 feet in the turning basin, 12 feet in the shrimp boat basin and 8 feet in the small-craft basin. (See Notice to Mariners and latest editions of charts for controlling depths.)
(CEM-Galv/81; NOS 11306) 42/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 42/85

Page 189—Lines 54-55/R; read:
miles. In July 1985, the controlling detphs were 4 feet across the lake bar, thence 6 feet to the . . .
(CP 5-300/85) 46/85

Page 190—Lines 22-23/L; read:
at the settlement of **Yscloskey**. In July 1985, the controlling depth was 5 feet to Yscloskey.
(CP 5-300/85) 46/85

Page 190—Lines 31-32/L; read:
settlement 3 miles SE. In July 1985, the controlling depth was 4 feet. The bridge over Bayou . . .
(CP 5-300/85) 46/85

Page 190—Lines 44-45/L; read:
Federal project. In July 1985, controlling depths were 5 feet to Bayou St. Malo, thence 4 feet . . .
(CP 5-300/85) 46/85

Page 190—Lines 53-55/L; read:
well equipment, and support vessels. In March 1985, the controlling depth was 2 feet to Lake Borgne and thence 3 feet in the channel across the . . .
(CP 5-300/85) 46/85

Page 191—Line 12/L; read:
March 1985, the controlling depth was 9 feet. The . . .
(CP 5-300/85) 46/85

Page 191—Lines 20-22/L; read:
Pontchartrain to Slidell. In May 1985, the controlling depth was 9 feet across the bar, thence 8 feet to the State Route 433 highway bridge at Slidell, thence 7 feet to . . .
(CP 5-300/85) 46/85

Page 191—Lines 51-54/L; read:
Bonfouca 0.5 mile above the mouth. In May 1985, the controlling depth was 6 feet to about 0.4 miles below the highway bridge; underwater snags and overhanging trees prevent navigation above this point. A . . .
(CP 5-300/85) 46/85

Page 191—Lines 17-19/R; read:
the bayou. In April 1985, the controlling depth was 6 feet across the bar, thence 7 feet for 5.9 miles to the highway bridge, thence in December 1984, 4 feet to mile 7.8. The . . .
(CP 5-300/85) 46/85

(continued on next page)

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Page 191—Lines 47–48/R; read:
breakwater. In May 1985, the controlling depth was 8 feet across the bar and 6 feet in the . . .
(CP 5–300/85) 46/85

Page 192—Lines 1–4/L; read:
Covington, La. In May 1985, the controlling depth was 6 feet across the bar, thence 10 feet for 2.2 miles to Madisonville, thence 8 feet for 8.4 miles to Abita River, thence 4 feet for about 1.1 miles. The . . .
(CP 5–300/85) 46/85

Page 192—Line 50/L; read:
60 feet, over Tangipahoa River up to Lee Landing.
Bedico Creek branches E from Tangipahoa River about 2.3 miles above its mouth. In December 1984, the controlling depths in the creek were 5 feet to Wallace Landing, thence 1 foot to State Route 22 highway bridge.
(CP 5–300/85) 46/85

Page 192—Lines 61–62/L; read:
1984, the controlling depth was 6 feet across the bar in South Channel, thence in May 1985, 6 feet across the bar in North . . .
(CP 5–300/85) 46/85

Page 192—Lines 6–8/R; read:
Maurepas. In May 1985, the controlling depth in the N channel was 8 feet.
(CP 5–300/85) 46/85

Page 192—Lines 55–59/R; read:
are on the E side. In June 1985, the controlling depth was 4 feet across the bar, thence 11 feet to Natalbany River, thence 13 feet to Blood River, thence 7 feet to Horse Bluff Landing. Above this point, snags and trees . . .
(CP 5–300/85) 46/85

Page 193—Line 15/L; read:
June 1985, the controlling depth was 4 feet for . . .
(CP 5–300/85) 46/85

Page 193—Lines 20–22/L; read:
that river 6.3 miles above the mouth. In June 1985, the controlling depth was 10 feet for 3 miles, thence 7 feet for another 1.3 miles. Blood River has . . .
(CP 5–300/85) 46/85

Page 193—Lines 35–37/L; read:
Offshore. In June 1985, the controlling depth was 4 feet across the bar, thence 7 feet to Port Vincent, thence, in October 1984, 3 feet to the junction with its tributary.
(CP 5–300/85) 46/85

Page 193—Lines 15–16/R; read:
Amite River. In June 1985, the controlling depth was 6 feet across the bar, thence 7 feet to the Airline . . .
(CP 5–300/85) 46/85

Page 204—Lines 7–9/L; read:
protected by jetties. In May 1985, the controlling depth was 10 feet across the bar in Breton Sound, thence 16 feet to the Mississippe River. The channel . . .
(CP 5–300/85) 46/85

Page 206—Lines 46–49/R; read:
from the lock in April 1985, the controlling depths were 30 feet to the Seabrook Highway and Southern Railway bridges at the N end of the canal, thence 15 feet across the bar into Lake Pontchartrain.
(CP 5–300/85) 46/85

Page 224—Lines 52–53/L; read:
Doullut Canal. In March 1985, the controlling depths in the Empire Waterway were 7 feet from the . . .
(CP 5–300/85) 46/85

(continued on next page)

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Page 225—Lines 14–16/R; read:
Intracoastal Waterway. In March 1985, the controlling depth was 11 feet across the bar, thence 7 feet to the junction with the Intracoastal Waterway.
(CP 5–300/85) 46/85

Page 225—Line 56/R; read:
March 1985, the controlling depth was 12 feet to Daymark 10, thence 5 feet to . . .
(CP 5–300/85) 46/85

Page 227—Lines 9–21/R; read:
above this point is closed by a dam. In July 1985, the controlling depths were 11 feet in the channel through Bell Pass to Leeville, thence 6 feet to the junction with the Intracoastal Waterway at Larose, thence 5 feet to Mathews, thence in March 1984, 4 feet to Thibodaux.

A floodgate is about 2.5 miles S of Golden Meadow; horizontal clearance is 56 feet with 9 feet over the sill. In August 1983, a floodgate with design clearance of 56 feet horizontally and 6 feet over the sill was under construction just below the intersection with the Intracoastal Waterway at Larose. A temporary bypass channel around the construction site has a depth of 6 feet; the entrances are marked . . .
(CP 5–227/85; CP 5-300/85) 46/85

Page 230—Lines 31–32/R; read:
maintained by the Corps of Engineers. In July 1985, the controlling depth was 13 feet. The channel . . .
(CP 5–300/85) 46/85

Page 232—Lines 63/L–4/R; read:
bayou crosses the Houma Navigation Canal. In May 1984, the controlling depth in Bayou Petit Caillou was 4 feet from its junction with Houma Navigation Canal to Boudreaux Canal, thence in 1983, 1 foot to Bayou . . .
(CP 5–300/85) 46/85

Page 235—Lines 27–29/L; read:
deepest water is generally in midstream. In May 1985, the controlling depth in the river from Berwick to Bayou Teche was 2 feet, thence in Bayou Teche to the floodgates at the junction with Wax Lake Outlet, 2 feet.
(CP 5–300/85) 46/85

Page 235—Lines 50–51/L; read:
above the mouth. In February 1985, the controlling depth was 18 feet.
(CP 5–300/85) 46/85

Page 235—Lines 54–55/L; read:
Waterway. In February 1985, the controlling depth was 15 feet from the cutoff to the Intracoastal . . .
(CP 5–300/85) 46/35

Page 236—Lines 50–56/R; read:
In May 1985, the controlling depths were 2 feet to the floodgates at the junction with Wax Lake Outlet, thence 3 feet to Charenton Drainage and Navigation Canal, thence 8 feet to the bridge at Jeanerette, thence 2 feet to New Iberia, thence 6 feet to Arnaudville.
(CP 5–300/85) 46/85

Page 237—Lines 56–58/L; read:
Bartholomew. In May 1985, the controlling depth through Franklin Canal and Bayou Portage to Bayou Bartholomew was 6 feet. Near its N end, the . . .
(CP 5–300/85) 46/85

Page 238—Lines 6–7/L; read:
NE corner of Vermilion Bay. In May 1986, the controlling depth was 7 feet across the bar to the . . .
(CP 5–300/85) 46/85

Page 239—Lines 48–50/L; read:
across the bar is marked by lights. In May 1985, the controlling depth across the bar and through the pass was 8 feet. Although not difficult . . .
(CP 5–300/85) 46/85

(continued on next page)

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COAST PILOT 5 (continued)

Page 239—Lines 53-55/R: read:
Vermilion Bay to the canal. In May 1985, the controlling depths were 6 feet in the entrance channel and 7 feet in Avery Canal. Lights mark the . . .
(CP 5-300/85) 46/85

Page 240—Lines 59-61/L; read:
Lafayette. In May 1985, the controlling depths were 8 feet across the bar in Vermilion Bay, thence in July 1985, 9 . . .
(CP 5-300/85) 46/85

Page 242—Line 12/L; read:
depth was 5 feet from the Intracoastal Waterway . . .
(CP 5-300/85) 46/85

Page 243—Lines 31-35/L; read:
Lower Mud Lake. In April 1985, the controlling depth was 9 feet through the jettied entrance to Grand Cheniere about 6 miles above the mouth of the river, thence 7 feet to and through Mud Lake, to the W end of Grand Lake, thence 4 feet through Grand Lake to the Intracoastal Waterway, thence in February 1985, 8 feet through Lake Authur to . . .
(CP 5-300/85) 46/85

Page 244—Lines 20-23/L; read:
Cannes about 1 mile above Mermenteau River. In February 1985, the controlling depth from the mouth, for about 5.2 miles, to the Southern Pacific railroad bridge was 6 feet, thence in 1982-October 1984, 6 feet to about 0.75 mile below the town of **Crowley**.
(CP 5-300/85) 46/85

Page 247—Lines 56-57/R: read:
Sulphur. In June 1985, the controlling depth was 8 feet to the highway bridge.
(CP 5-300/85) 46/85

Page 251—Lines 6-10/L; read:
In Apirl 1985, the controlling depth in Calcasieu River was 12 feet from Interstate Route 10/U.S. Route 90 bridge to the junction with **West Fork**, thence 6 feet to **Point Fing**, thence 5 feet to **Hecker**; above this . . .
(CP 5-300/85) 46/85

Page 314—Lines 54-56/R; read:
Space Flight Center is on the N side of the waterway at Mile 13.5E. In July 1985, the slip had a centerline controlling detph of 20 feet to the lower end of the wharf, thence 12 feet to the upper end. An overhead power cable . . .
(CP 5-300/85) 46/85

Page 316—Lines 8-9/L; read:
the town of Lafitte. In March 1985, the controlling depth in Bayou Villars was 5 feet. An overhead . . .
(CP 5-300/85) 46/85

Page 320—Line 25/L; read:
May 1985, a controlling depth of 13 feet to . . .
(CP 5-300/85) 46/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 46/85

Page 41—Lines 15-19/R; read:
(a-1) The draw of the Venice Avenue bridge, mile 56.6 at Venice, shall open on signal; except that, from 7 a.m. to 6 p.m., Monday through Friday except federal holidays, the draw need open only at 10 minutes after the hour, 30 minutes after the hour, and 50 minutes after the hour.

(b) The draw of the Hatchett Creek (US 41) bridge, mile 56.9 at Venice, shall open on signal, except that from 7 a.m. to 6 p.m., Monday through Friday except federal holidays, the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. On Saturdays, Sundays

(continued on next page)

and federal holidays from 7:30 a.m. to 6 p.m. the draw need open only on the hour, quarter-hour, half-hour, and three-quarter hour.

(F.R. 9/19/85) 47/85

Page 43—Line 9/L; read:

given.

§117.438 Company Canal.

(a) The draw of the S1 bridge, mile 0.4 at Lockport, shall open on signal; except that, from 6 p.m. to 10 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

Note.–Opening requests can be made by collect telephone call to 318-233-7404 at any time, or to 504-851-0900 during normal business hours.

(b) The draw of the S24 bridge, mile 8.1 at Bourg, shall open on signal; except that, from 10 p.m. to 6 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

(F.R. 6/3/85; F.R. 9/19/85) 47/85

Page 91—Lines 41-47/L; read:

§638.7 Penalties.

Any person or fishing vessel committing or used in the commission of a violation of this part is subject to the civil and criminal penalty provisions and civil forfeiture provisions of the Act, and to 15 CFR Part 904 (Civil Procedures), and any other applicable law.

(F.R. 9/30/85) 47/85

Page 145—Lines 33-36/L; read:

74 miles above the mouth. In April 1985, the controlling depth was 5 feet on the centerline to the powerplant and turning basin at Inglis, thence 6 1/2 feet in the basin, thence in . . .

(BPs 126281-91; CL 691/85; 34/85 CG7) 47/85

Page 231—Lines 46-49/R; read:

the controlling depth was 3 feet. State Route 24 vertical lift bridge with clearances of 50 feet up and 5 feet down crosses Borg Canal just N of the canal's intersection with Bayou Terrebonne. (See 117.1 through 117.59 and 117.438, chapter 2, for drawbridge regulations.) Overhead power cables cross the canal 0.04 mile and 1.2 miles N of Bayou Terrebonne with clearances of 95 and 98 feet, respectively. Another section of Company Canal extends N to connect with Bayou Lafourche at Lockport. In March 1984, the controlling depth was 6 feet.

State Route 1 vertical lift highway bridge with clearances of 50 feet up to 5 feet down crosses Company Canal about 0.2 mile SW of the canal's intersection with Bayou Lafourche. (See 117.1 through 117.59 and 117.438, chapter 2, for drawbridge regulations.) Several other canals enter . . .

(F.R. 6/3/85; CP 5-228A/85; F.R. 9/19/85; NOS 11355) 47/85

Page 234—Line 6/L; read:

on piles with a black and white diamond-shaped . . .

(32/85 CG8) 47/85

Page 256—Lines 36-37/R; read:

fixed channel span with a clearance of 172 feet. In August 1985, another fixed highway bridge with a design clearance of 145 feet was under construction immediately E of State Route 87 fixed highway bridge; upon completion it will serve the northbound lanes for State Route 87 and the existing bridge will serve the southbound lanes. This twin bridge and the bridge at Port Arthur are the only . . .

(34/85 CG8; CP 5-256/85) 47/85

Page 270—Line 41/R; read:

marked by a private lighted range and lights.

(35/85 CG8; LL/85) 47/85

(continued on next page)

Page 272—Lines 18-20/L; read:
controlling depth of 8 feet in August 1984, In July 1985, a shoal of about 3 feet was reported in Five Mile Cut about 0.5 mile E of the intersection with Houston Ship Channel. The channel is marked by buoys except for a light at the E end.
(33/85 CG8; LL/85) 47/85

Page 305—Line 5/L; read:
(See 117.1 through 117.59 and 117.287, . . .
(F.R. 9/19/85) 47/85

Page 310—Line 60/L; read:
May 1985, the centerline controlling depth was 2 1/2 . . .
(BP 126446; CL 739/85; 34/85 CG7) 47/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 47/85

Page 40—Lines 42-44/R; read:
bridge, mile 0.1 near Saraland, shall open on signal; except that, from 6 p.m. to 10 a.m. the draw shall open on signal if at least eight hours notice . . .
(F.R. 10/10/85) 49/85

Page 41—Lines 24–28/R; read:
(d) (1) The draw of the Cortez (SR684) bridge, mile 67.4, shall open on signal; except that, from 9 a.m. to 6 p.m. on Saturdays, Sundays, and federal holidays the draw need open only on the hour, quarter-hour, half-hour, and three-quarter hour. From December 1 to May 31, Monday through Friday except federal holidays, from 9 a.m. to 6 p.m., the draw need open only on the hour, quarter-hour, half-hour, and three-quarter hour.
(d) (2) The draw of the Anna Maria (SR64) bridge, mile 89.2, shall open on signal except that from 9 a.m. to 6 p.m. on Saturday, Sundays, and federal holidays the draw need open . . .
(F.R. 10/10/85) 49/85

Page 45—Line 17/L; read:
4:30 p.m. to 6 p.m.

§117.506 Tickfaw River.

The draw of the S22 bridge, mile 7.2 at Killian, shall open on signal, except that, from 11 p.m. to 7 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.
(F.R. 10/24/85) 49/85

Page 45—Lines 24–34/L; read:
(a) The draw of the S82 bridge, mile 22.4 at Perry, shall open on signal; except that, from 9 p.m. to 5 a.m. the draw shall open on signal if at least four hours notice is given.
(b) The draws of the following bridges shall open on signal; except that, from 6 p.m. to 10 a.m. the draws shall open on signal if at least four hours notice is given:
(1) S14 bridge, mile 25.4 at Abbeville.
(2) S14 Bypass bridge, mile 26.0 at Abbeville.
(3) Vermilion Parish bridge, mile 34.2 near Milton.
(4) S92 bridge, mile 37.6 at Milton.
(c) The draws of the following bridges shall open . . .
(F.R. 10/7/85) 49/85

Page 45—Line 38/L; read:
(3) S182 bridge, mile 49.0 at Lafayette.
(d) During the advance notice periods, the draws of the bridges listed in this section shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.
(F.R. 10/7/85) 49/85

Page 134—Line 7/L; read:
minimum clearance is 9 feet.
A **no-wake speed zone** is enforced in the area between the southern tip of Harbour Island and Platt Street bridge.
(36/85 CG7) 49/85

(continued on next page)

COAST PILOT 5 (continued)

Page 145—Line 46/R; read:
Light (28°58.5'N., 83°09.2'W.), 51 feet above the ...
(37/85 CG7) 49/85

Page 153—Lines 5–6/R; read:
jetties. In September 1985, the controlling depth was 4 feet. The channel is...
(39/85 CG8) 49/85

Page 176—Lines 53–54/L; read:
entrance channel; thence in May 1985, 10 feet in the bayou to the turning basin, thence 11 to 12 feet in the basin; thence 8 1/2...
(38/85 CG8; CL 694/85) 49/85

Page 193—Line 1/L; read:
clearance. (See 117.1 through 117.59 and 117.506, chapter 2, for...
(F.R. 10/24/85) 49/85

Page 241—Line 53/R; read:
marks the approach, and lights and buoys mark the entrance...
(36/85 CG8) 49/85

Page 298—Lines 30–35/L; read:
brick tower; the light is maintained by the State.
(36/85 CG8) 49/85

Page 333—Lines 44–45/R; read:
buff tower on the summit of Castillo del Morro.
(37/85 CG7) 49/85

COAST PILOT 5 18th (July) Ed 1985 LAST NM 49/85

Page 27—Lines 16–17/L; read:
Traffic Separation Schemes; Part 207, Navigation Regulations; Part 334, Danger Zones and Restricted Area Regulations; and...
(F.R. 10/22/85) 1/86

Page 27—Line 32/L; read:
Engineers (33 CFR 207, 209, and 334); National ...
(F.R. 10/22/85) 1/86

Page 73—Lines 20–21/R; read:
Part 334–Danger Zones and Restricted Area Regulations
§334.620 Straits of Florida and Florida Bay in ...
(F.R. 10/22/85) 1/86

Page 74—Line 45/L; read:
§334.630 Tampa Bay south of MacDill Air Force ...
(F.R. 10/22/85) 1/86

Page 74—Line 8/R; read:
§334.640 Gulf of Mexico south of Apalachee Bay, ...
(F.R. 10/22/85) 1/86

Page 75—Line 3/L; read:
§334.650 Gulf of Mexico, south of St. George...
(F.R. 10/22/85) 1/86

Page 75—Line 27/L; read:
§334.660 Gulf of Mexico and Apalachicola Bay ...
(F.R. 10/22/85) 1/86

Page 75—Line 51/L; read:
§334.670 Gulf of Mexico south and west of Apalachicola,...
(F.R. 10/22/85) 1/86

Page 75—Line 25/R; read:
§334.680 Gulf of Mexico, southeast of St. Andrew ...
(F.R. 10/22/85) 1/86

Page 76—Line 3/L; read:
§334.690 Gulf of Mexico, south of Panama City, ...
(F.R. 10/22/85) 1/86

(continued on next page)

Page 76—Line 16/L; read:
§334.700 Choctawhatchee Bay, Aerial Gunnery . . .
(F.R 10/22/85) 1/86

Page 76—Line 9/R; read:
§334.710 The Narrows and Gulf of Mexico adjacent . . .
(F.R. 10/22/85) 1/86

Page 76—Line 26/R; read:
§334.720 Gulf of Mexico, south from Choctawhatchee . . .
(F.R. 10/22/85) 1/86

Page 77—Line 19/L; read:
§334.730 Waters of Santa Rosa Sound and Gulf of . . .
(F.R. 10/22/85) 1/86

Page 77—Line 62/L; read:
§334.1450 Atlantic Ocean off north coast of Puerto . . .
(F.R. 10/22/85) 1/86

Page 77—Line 60/R; read:
§334.1460 Atlantic Ocean and Vieques Sound, in . . .
(F.R. 10/22/85) 1/86

Page 78—Line 29/L; read:
§334.1470 Caribbean Sea and Vieques Sound in . . .
(F.R. 10/22/85) 1/86

Page 81—Line 20/L; read:
§334.610 Key West Harbor at U.S. Naval Base, . . .
(F.R. 10/22/85) 1/86

Page 81—Line 54/R; read:
§334.740 Weekly Bayou, an arm of Boggy Bayou, . . .
(F.R. 10/22/85) 1/86

Page 82—Line 6/L; read:
§334.750 Bens Lake, a tributary of Choctawhatchee . . .
(F.R. 10/22/85) 1/86

Page 82—Line 18/L; read:
§334.760 Alligator Bayou, a tributary of St. . . .
(F.R. 10/22/85) 1/86

Page 82—Line 33/L; read:
§334.770 Gulf of Mexico and St. Andrew Sound, . . .
(F.R. 10/22/85) 1/86

Page 82—Line 21/R; read:
§334.780 Pensacola Bay, Fla., seaplane restricted . . .
(F.R. 10/22/85) 1/86

Page 85—Line 35/L; read:
§334.790 Sabine River at Orange, Texas, restricted . . .
(F.R. 10/22/85) 1/86

Page 86—Line 28/R; read:
§334.800 Corpus Christi Bay, Tex.; seaplane restricted . . .
(F.R. 10/22/85) 1/86

Page 87—Line 40/L; read:
§334.1480 Vieques Passage and Atlantic Ocean, off . . .
(F.R. 10/22/85) 1/86

Page 87—Line 7/R; read:
§334.1490 Caribbean Sea, at St. Croix, V.I.; restricted . . .
(F.R. 10/22/85) 1/86

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(page 1000 to next page)

Page 109—Line 19/L; read:
in the vicinity of Key West. (See 334.610, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 111—Line 54/R; read:
Keys. (See 334.620, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 138—Line 19/L; read:
334.630, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 149—Line 24/L; read:
and Choctawhatchee Bay. (See 334.720, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 149—Line 46/R; read:
(See 334.640, chapter 2, for limits and regulations.) . . .
(F.R. 10/22/85) 1/86

Page 153—Line 61/L; read:
St. George Light. (See 334.650, chapter 2, for limits . . .
(F.R. 10/22/85) 1/86

Page 153—Line 53/R; read:
334.670, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 155—Line 4/R; read:
is in the Gulf S and W of Apalachicola. (See 344.670, . . .
(F.R. 10/22/85) 1/86

Page 157—Line 5/L; read:
Mexico. (See 334.770, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 157—Line 16/R; read:
(See 334.680, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 158—Line 15/L; read:
opposite Dyers Point. The bayou is within a restricted area. (See 334.760, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 159—Line 9/R; read:
ranges are in Choctawhatchee Bay. (See 334.700, . . .
(F.R. 10/22/85) 1/86

Page 159—Line 12/R; read:
Gulf of Choctawhatchee Bay. (See 334.720, chapter . . .
(F.R. 10/22/85) 1/86

Page 160—Line 18/R; read:
Bayou, an arm of Boggy Bayou. (See 334.740, . . .
(F.R. 10/22/85) 1/86

Page 160—Line 25/R; read:
an Air Force restricted area. (See 334.750, chapter . . .
(F.R. 10/22/85) 1/86

Page 161—Line 48/L; read:
and the Gulf. (See 334.710 and 334.730, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 162—Line 50/L; read:
(See 334.780, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 260—Line 7/R; read:
center is at Orange. (See 334.790, . . .
(F.R. 10/22/85) 1/86

(continued on next page)

(continued)

Page 109—Line 19... read
(E.R. 10/22/85) chapter 2. for limits and regulations)
1/86

(E.R. 10/22/85) 1/86

Page 128—Line 13/L read
opposite Dyers Point. The bayou is within a
restricted area. (See 334.760, chapter 2. for limits
and regulations.)
(E.R. 10/22/85) 1/86

Page 135—Line 9/R read
cruise are in Chesapeake Bay. (See 334.300
(E.R. 10/22/85) 1/86

Page 138—Line 11/L read
Coast of Chesapeake Bay. (See 334.270, chapter
(E.R. 10/22/85) 1/86

Page 160—Line 18/R read
waters in vicinity of Naval Annex. (See 334.740
(E.R. 10/22/85) 1/86

Page 160—Line 23/R read
in Air Force restricted area (See 334.730, chapter
(E.R. 10/22/85) 1/86

Page 161—Line 4/L read
and the Coast. (See 334.710 and 334.730, chapter
(E.R. 10/22/85) 1/86

Page 162—Line 30/L read
(See 334.760, chapter 2. for limits and regulations)
(E.R. 10/22/85) 1/86

Page 210—Line 7/R read
coast is at Ocracoke. (See 334.760,...
(E.R. 10/22/85) 1/86

(continued on next page)

Page 295—Line 34/R; read:
(See 334.800, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 312—Line 38/L; read:
334.760, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 333—Line 44/L; read:
Light. (See 334.1450, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 342—Line 9/L; read:
334.1460, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 342—Line 8/R; read:
around the W part of the island. (See 334.1480, ...
(F.R. 10/22/85) 1/86

Page 343—Line 47/L; read:
334.1470, chapter 2, for limits and regulations.)
The ...
(F.R. 10/22/85) 1/86

Page 344—Line 5/L; read:
Vieques. (See 334.1480, chapter 2, for limits and ...
(F.R. 10/22/85) 1/86

Page 372—Line 27/R; read:
Harbor. (See 334.1490, chapter 2, for limits and ...
(F.R. 10/22/85) 1/86

COAST PILOT 5 18st (July) Ed 1985 LAST NM 1/86

Page 44—Lines 51/L; read:
passage of vessels.

§117.488 Pearl river.

The draws of the Seaboard System Railroad bridge, mile 1.0 near English Lookout, and the US 90 Highway bridge, mile 8.8 near Pearlington, shall open on signal; except that, from 9 p.m. to 5 a.m. the draws shall open on signal if at least four hours notice is given. During the advance notice period, the draws shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.
(F.R. 11/12/85) 2/86

Page 44—Line 30/R; read:
open on signal; except that from 6 p.m. to 10 a.m. the ...
(F.R. 12/9/85) 2/86

Page 45—Line 4/L; read:
hours notice is given.

(e) The draws of the bridges listed in paragraphs (a) and (b) shall open on less than four hours notice for an emergency during the advance notice period, and shall open on signal should a temporary surge in waterway traffic occur.
(F.R. 12/9/85) 2/86

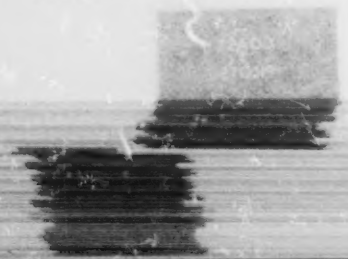
Page 45—Line 9/R; read:
need not to be opened for the passage of vessels.

§117.684 Pearl River.

Draws of the Seaboard System Railroad bridge, mile 1.0 near Ansley, and the US 90 Highway bridge, mile 8.8 near Pearlington, shall open on signal; except that, from 9 p.m. to 5 a.m. the draws shall open on signal if at least four hours notice is given. During the advance notice period, the draws shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.
(F.R. 11/12/85) 2/86

Page 168—Line 12/R; read:
vicinity of Mobile Entrance Lighted Horn Buoy .
(45/85 CG8) 2/86

(continued on next page)



Page 176—Line 37/L; read:
channel about 500 feet below bridge. In September 1985, the controlling depth ws 3 feet (5 feet at mid-channel) and in 1984, 8 feet in the . . .
(46/85 CG8; CL 851/85) 2/86

Page 176—Line 51-54/L; read:
of **Bayou La Batre**, thence to the bridge. In September 1985, the centerline controlling depth was 7½ feet in the entrance channel and bayou to the turning basin, thence in May 1985, 11 to 12 feet in the basin; thence 8 . . .
(38/85 CG8; CL 694/85; 46/85 CG8; CL 851/85) 2/86

Page 188—Line 56/L; read:
(See 117.1 through 117.59, 117.488 and 117.684, chapter 2, for drawbridge . . .
(F.R. 11/12/85) 2/86

Page 188—Line 27/R; read:
117.1 through 117.59, 117.488 and 117.684, chapter 2 for drawbridge . . .
(F.R. 11/12/85) 2/86

Page 189—Line 29/R; read:
mile NW of the highway bridge is conspicuous.
In October 1985, a sunken wreck was reported about 1 mile northward of the bridge in about 30°05′04″N., 89°47′30″W.
(46/85 CG8) 2/86

Page 195—Line 13/R; read:
lighted buoy (Sea Buoy) is 1.6 miles S of the . . .
(46/85 CG8) 2/96

Page 195—Line 33/R; read:
Horn Buoy NO (29°26.4′N., 88°56.9′W.), about 2.5 . .
(46/85 CG8) 2/86

Page 197—Line 42/L; read:
River-Gulf Outlet Approach Lighted Horn Buoy . .
(46/85 CG8) 2/86

Page 198—Line 13/L; read:
At Southwest Pass Entrance Lighted . . .
(46/85 CG8) 2/86

Page 199—Line 14/L; read:
Pass Entrance Lighted Buoy SW to Devils . . .
(46/85 CG8) 2/86

Page 199—Line 27/L; read:
Pass Entrance Lightened Buoy SW to Belle . . .
(46/85 CG8) 2/86

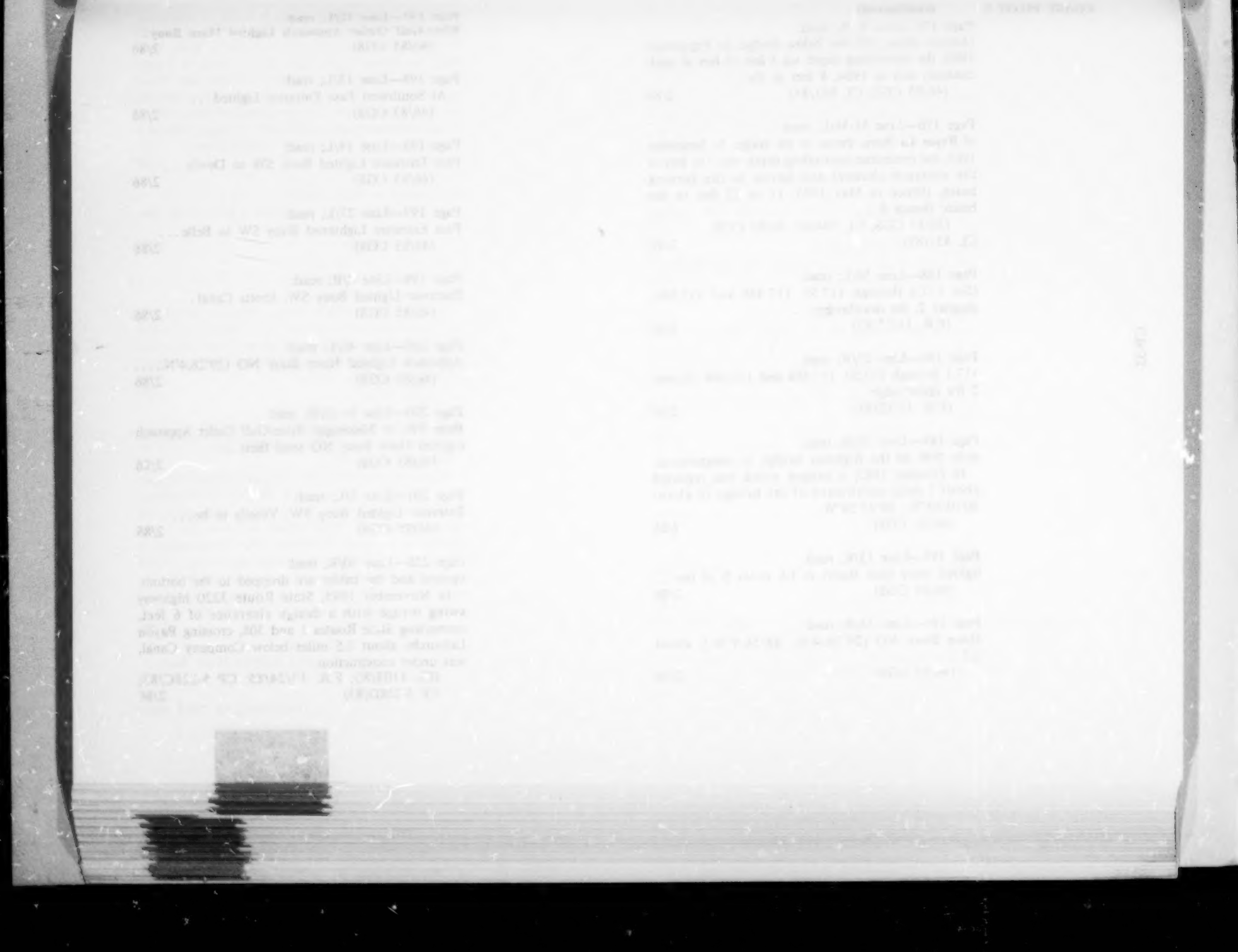
Page 199—Line 4/R; read:
Entrance Lighted Buoy SW, Scotts Canal . . .
(46/85 CG8) 2/86

Page 200—Line 40/L; read:
Approach Lighted Horn Buoy NO (29°26.4′N., . . .
(46/85 CG8) 2/86

Page 200—Line 9–10/R; read:
Buoy SW, or Mississippi River-Gulf Outlet Approach Lighted Horn Buoy NO send their . . .
(46/85 CG8) 2/86

Page 201—Line 3/L; read:
Entrance Lighted Buoy SW. Vessels to be . . .
(46/85 CG8) 2/86

Page 228—Line 30/R; read:
opened and the cables are dropped to the bottom.
In November 1985, State Route 3220 highway swing bridge with a design clearance of 6 feet, connecting State Routes 1 and 308, crossing Bayou Lafourche about 1.5 miles below Company Canal, was under construction.
(CL 1103/85; F.R. 10/24/85; CP 5-228C/85; CP 5-228D/85) 2/86



Page 45–Lines 51–54/L; read:
(c) Highway route controlled quantity radioactive material, as defined in 49 CFR 173.403(1), or Fissile Class III shipments of fissile radioactive material, as defined in 49 CFR 173.455(a)(3).
(F.R. 3/4/85; F.R. 3/8/85) 15/85

Page 106–Lines 24–30/R; read:
part.
(CP 6–112/85) 15/85

Page 112–Line 22/L; read:
5 feet can be carried through the shallows and . . .
(CP 6–112/85) 15/85

Page 131–Line 51/L; read:
light and a radiobeacon is 623 feet 314° from . . .
(CNM 6/85) 15/85

Page 139–Line 37/R; read:
Wolfe Island. The wharf is marked by private lights. In 1984, the wharf was reported to be in disrepair and usable only by the ferry.
(CNM 10/85) 15/85

Page 193–Lines 24–29/R; read:
the predicted range of water levels.
(CP 6–197/85) 15/85

Page 246–Line 52/L; read:
Turning Island, marked by a light, is the southwestern-most of a group of . . .
(CNM 1/85; CLL/84) 15/85

Page 252–Lines 9–13/L; read:
A 780-foot wharf 1,800 feet S of the grain elevator has a reported depth of 16 feet alongside and is in disrepair. A 450-foot Government wharf just S has a reported depth of 14 feet alongside. A 460-foot Government wharf . . .
(CNM 50/85) 15/85

Page 252–Line 51/L; read:
by a light. The submerged ruins . . .
(CNM 4/85) 15/85

Page 260–Line 32/R; read:
draw. In March 1984, the railroad bridge was being removed. (See 33 CFR 117.1 through 117.59 and 117.641, . . .
(CP 6–43/85) 15/85

Page 359–Lines 45–48/R; read:
Course into Munuscong Lake. Lights mark the course changes . . .
(40/84 CG9) 15/85

Page 360–Line 20/L; read:
016°55′ lighted range at the upper end, and the E side is . . .
(CNM 7/85) 15/85

Page 360–Line 2/R; read:
lower end by a **111°55′** lighted range and at the upper . . .
(CNM 5/85) 15/85

Page 362–Line 25/R; read:
channel is marked by buoys and a **050°48′** lighted range, . . .
(CNM 52/85) 15/85

(continued on next page)

Structures across Chicago Sanitary and Ship Canal

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span opening**			Clear height in feet above water datum		Remarks
				Right	Left	Center	Low	High	
Page 309									
22A	Lemont Road bridge	Highway	26.73	-	-	160	50	-	Fixed. In November 1984 under construction. Will replace item 23.
23	Lemont Road bridge	Highway	26.8	-	-	160	17	-	Swing. Note 1. In November 1984 being removed.

(CL 6-313/84; 37/84 CG9) 15/85

COAST PILOT 6 (April) Ed 1985 LAST NM 15/85

Page 39-Line 12/L; read:
need not be opened for the passage of vessels.
(c) The draws of the Conrail bridges, mile 4.02 and 4.39, both at Buffalo, shall open on signal between the hours of 11 p.m. and 7 a.m. if at least a four hour advance notice is given. However, the draw shall open within thirty minutes for vessels responding to an emergency.
(F.R. 2/20/85) 19/85

Page 88-Line 51/L; read:
Center and, on request, will receive all reported information on . . .
(CNS 3/22/85, C313; 3/85 CG9) 19/85

Page 150-Line 25/L; read:
the S end of Outer Harbor. The entrance is marked by private lights. In 1973, the controlling . . .
(1/85 CG9) 19/85

Page 150-Line 28/L; read:
Union Canal, marked at the entrance by a buoy and a private light, . . .
(1/85 CG9) 19/85

Page 165-Bridge table; delete No. 28.
(2/85 CG9) 19/85

Page 168-Line 16/R; read:
lake. An artificial reef marked by private buoys is about 0.6 mile offshore 2.6 miles ENE from the mouth of Rocky River. A wreck, covered 30 feet, is 4.3 miles NNE of . . .
(1/85 CG9) 19/85

(continued on next page)

Page 180–Line 42/L; read:
in the approach and creek are 2 to 3 feet. In March 1985, shoaling to an unknown extent was reported about 200 feet, 095° from the front range light. Gasoline . . .
(3/85 CG9) 19/85

Page 193–Lines 62-63/L; read:
merge to form lower Livingstone Channel. In 1983-September 1984, East Outer Channel had a controlling . . .
(CP 6-195/85; BPs 124886-96; BP 123637 BP 121497) 19/85

Page 194–Line 50/L; read:
Ballards Reef Channel Light D77 marks the W side . . .
(2/85 CG9) 19/85

Page 205–Lines 31-35/L; read:
In 1983, the controlling depth was 22 feet (26 feet at midchannel) in the Lake St. Clair ship channel.
(BP 121770; BPs 122470-73; BPs121773-77)19/85

Page 207–Line 28/R; read:
light is off the entrance. A dredged . . .
(CNS 3/29/85, C332, C333) 19/85

Page 209–Lines 15-18/R; read:
In 1977-September 1984, the controlling depth was 25 feet for a midwidth of 600 feet, except for shoaling of 7 to 20 feet along the S edge between Buoys X50 and A14 and to 23 feet in about 42°33′02″N.,
(BPs 121778-79; BP 124391; 2/84 CG9) 19/85

Page 209–Line 21/R; read:
St. Clair Cutoff Channel Pier Light X43 and Harsens
(BPs 121778-79; BP 124391; 2/84 CG9) 19/85

Page 210–Line 38/R; read:
Rvier NW of Fawn Island. A ferry operates between Marine City and Sombra, Ont.
(CP 6-1181/84) 19/85

Page 212–Lines 16-18/L; read:
gasoline, water, and electricity.
(BP 123106; CP 6-118/84) 19/85

Page 292–Bridge table; delete No. 20.
(CP 6-2921/85) 19/85

Page 337–Lines 8-13/L; read:
In 1983, the controlling depths were 20 feet (23 feet at midchannel) in the approach channel in Lake Michigan, thence 13 feet (17 feet at midchannel) between the breakwaters, thence 29 feet (22 feet at midchannel) through the reveted canal, thence 11 feet (18 feet at midchannel) . . .
(CP 6-337/85; BPs 122431-37) 19/85

Page 350–Line 45/L; read:
to small craft.
A private light marks the S side of the mouth of **Little River**, about 3.3 miles SSW of the mouth of Menominee River.
(1/85 CG9) 19/85

(continued on next page)

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span opening** Right	Left	Center	Clear height in feet above water datum Low	High	Remarks
	Structures across the Buffalo Waterways								
	Page 151								
5	ConRail bridge	Railroad	4.02	---	---	100	18	---	Bascule. Note 1.
6	ConRail bridge	Railroad	4.39	---	---	97	12	---	Bascule. Note 1.
	(F.R. 2/20/85)								19/85
	Structures across Chicago River and its Branches								
	Page 302								
23	Roosevelt Rd. bridge	Highway	2.94	---	---	170	16	---	Bascule. Note 1 and 3.
	(CP 6-302/85)								19/85
	Structures across Chicago Sanitary and Ship Canal								
	Page 309								
22A	Delete								
23	Lemont High-Rise Bridge	Highway	26.7	---	---	227	47	---	Fixed.
	(CP 6-313/84; CP 6-313/85)								19/85

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span opening** Right	Left	Center	Clear height in feet above water datum Pool Level	High Water	Remarks
	Bridges across the Illinois River								
	Page 311								
3	Seneca-Chessie System RR bridge	Railroad	73.1	---	---	140	21	9	Vertical lift. Span raises 26.2 feet above heights shown. Notes 1 and 5.
	(CP 6-311A/85)								19/85

(continued on next page)

14 Delete

(CP 6-311/85) 19/85

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span opening**			Clear height in feet above water datum		Remarks
				Right	Left	Center	Low	High	
	Structures across Milwaukee, Menomonee, and Kinnickinnic Rivers								
	Page 325.								
22	North Plankinton Ave. bridge	Highway	1.08	---	---	90	14	---	Bascule.
27	Twenty-fifth St. bridge	Highway	2.8	65	70	---	---	---	Fixed. Note 4.
	Page 326.								

Note 4. Vertical clearance is 16 feet at N edge of the channel decreasing to 10 feet at the S edge.
(CP 6-325/85; CP 6-325A/85) 19/85

COAST PILOT 6 (April) Ed 1985 LAST NM 19/85

Page 141—Line 19/L; read:
above or below normal may occur.
Water level information for the Buffalo area by be obtained by contacting Buffalo Coast Guard Guard on VHF-FM channel 16 (156.80 MHz); for the Toledo area by contacting Toledo Coast Guard Station, same channel; for the Gibralter area by contacting Detroit Coast Guard Group, same channel. The information is given in whole inches above or below chart datum.
(CP 6-141/85; 4/85 CG9; 7/85 CG9) 21/85

Page 152—Line 2/R; read:
when the necessity for deep water is greatest.
Water level information for the Buffalo area may be obtained by contacting Buffalo Coast Guard Guard on VHF-FM channel 16 (156.80 MHz). The information is given in whole inches above or below chart datum.
(CP 6-141/85; 4/85 CG9; 7/85 CG9) 21/85

Page 155—Lines 14-15/R; read:
limits are marked by buoys. In August 1984, the controlling depth was 6 feet (9 1/2 feet at...
(CP 6-155/85; BP 123768-69) 21/85

(continued on next page)

Page 155—Lines 19–20/R; read:
controlling depth of 2 feet except for shoaling along the edges. Two detached breakwaters . . .
(CP 6–155/85; BP 123768) 21/85

Page 155—Line 23/R; read:
1983–August 1984, the controlling depth was 6 1/2 feet . . .
(CP 6–155/85; BP 123768) 21/85

Page 155—Lines 26–28/R; read:
August 1984, 2 1/2 feet except for shoaling at the E end in the channel behind the E breakwater and 2 1/2 feet except for shoaling to bare along the S edge in the channel behind the W breakwater. The . . .
(CP 6–155/85; BP 123768) 21/85

Page 159—Lines 59/L–14R; read:
In April 1984, the midchannel controlling depths were 27 feet from the breakwater entrance through the W channel to a point abreast the inner breakwater, thence 24 feet to the mouth of the river, thence 21 feet to the mouth of the ConRail Minnesota Slip, thence 17 feet for about 0.4 mile in the river channel, thence 15 feet to the Fifth Street bridge, thence in 1983, 9 feet to the Ashtabula Yacht Club except for shoaling to less than 1 foot on the S side of the channel at the yacht club slip entance, thence 6 feet to a point about 800 feet downstream of the ConRail bridge, thence 2 feet to the turning basin just below the limit of the Federal project with 4 feet in the basin entrance and 3 to 6 feet in the basin, thence 3 feet to the limit of the project. In April 1984, the midchannel controlling depth in the E channel was 28 feet, thence 27 feet in the basin except for . . .
(BP 120408; BPs 122870–71) 21/85

Page 159—Line 17/R; read:
shoaling to 18 feet along the S and E edges.
(BP 122870) 21/85

Page 173—Line 32/R; read:
courthouse clock tower.
In the SE part of Sandusky Bay, a privately dredged and marked channel leads to a marina under construction in **Pipe Creek**. In 1983, the channel had a reported controlling depth of 3 feet. The highway bridge over the channel entrance has a 38-foot fixed span with a clearance of 21 feet. The channel is bordered on the W side by diked wetland areas.
(CL 1295/84; BPs 123757–63; BP 124116; 39/84 CG9; BB/84) 21/85

Page 192—Line 4/R; read:
water level fluctuation of 1 foot or more.
Water level information for the Gibralter area may be obtained by contacting Detroit Coast Guard Group on VHF-FM 16 (156.80 MHz). The information is given in whole inches above or below chart datum.
(CP 6–141/85; 4/85 CG9; 7/85 CG9) 21/85

Page 210—Lines 38–41/R; read:
River NW of Fawn Island. A ferry operates between Marine City and Sombra, Ont.
Channel.–In April 1984, the controlling depth was 3 1/2 feet from the mouth of Belle River to the . . .
(CP 6–118/84; BPs 123152–54) 21/85

Page 212—Lines 47–54/R; read:
May 1984, the centerline controlling depths were 12 feet from the mouth to the 10th Street bridge, thence 5 1/2 feet to the railroad bridge, thence 5 feet to the head of the project, thence 3 feet to the I–94 bridge, thence 2 1/2 feet to the Black River Canal. The channel is . . .
(BPs 123155–60) 21/85

Page 267—Lines 30–36/L; read:
In October 1984, the controlling depth was 23

(continued on next page)

feet in the entrance channel through the outer basin except for shoaling to 17 feet in the vicinity of Frankfort North Breakwater Light, thence 22 feet between the piers, thence 17 feet in the inner basin except for shoaling to 13 feet in the NW part and 16 feet in the SE corner, thence 9 . . .
(BPs 124839-40) 21/85

Page 267—Lines 45-46/R; read:
the approach. In August 1984, the entrance channel had a controlling depth of 9 . . .
(5/85 CG9; BP 124837; BP 6-267/85) 21/85

Page 270—Lines 61-63/L; read:
outer ends of the piers are marked by lights. In June 1984, the controlling depths were 7 1/2 feet in the approach channel, thence 5 feet (8 feet at midchannel) to . . .
(BP 123585) 21/85

Page 281—Lines 9-10/R; read:
navigable by small craft to the vicinity of the fixed highway bridge about 2.6 miles above the entrance.
(USGS South Haven, Mich., 15′ Quad 1981) 21/85

Page 281—Lines 13-17/R; read:
Bridges.—A bascule highway bridge with a clearance of 10 feet crosses Black River just above the head of the dredged channel. (See 117.1 through 117.49, chapter 2, for drawbridge regulations.) An overhead cable with unknown clearance crosses the river 1.9 miles above the entrance. Fixed highway bridges about 2.2 and 2.6 miles above the entrance have clearances of 14 and 36 feet, respectively.
(4/85 CG9; BB/84; USGS South Haven, Mich., 15′ Quad 1981) 21/85

Page 294—Line 44/L; read:
0.25 mile from shore. In April 1985, a rock, covered 1 foot, was reported about 470 feet ENE of Calumet Pierhead Light in about 41°44′04″N., 87°31′40″W.
(5/85 CG9; CP 6-294/85) 21/85

Page 121—Lines 19-21/R; read:
alternate approach is on course **187°**, avoiding the E edge of Niagara Bar and leaving the lighted bell buoy marking the . . .
(9/84 CG8) 25/85

Page 139—Line 46/R; read:
Shoal. **Middle Ground** with a least depth of 12 feet, . . .
(CNM 16/85) 25/85

Page 174—Line 10/L; read:
with clearances of 11 feet down and 66 feet up. In May 1985, the bridge was being kept in an open position due to deteriorated support piers; vessels are advised to navigate through the draw spans of the bridge only and not the openings under the rest of the bridge. The . . .
(9/85 CG9) 25/85

Page 184—Line 35/R; read:
light. A light marks the W end of the breakwater to the E of the wharf. The harbor is not maintained by dredging.
(CNM 13/85) 25/85

Page 187—Line 42/R; read:
043° lighted range, leads from the W side of . . .
(CNM 18/85) 25/85

Page 196—Line 62/R; read:
available for hull and engine repairs.
Lake Erie Metropark Marina, about 3 miles S of Gibraltar, provides transient berths with electricity, water, and sewage pump-out. The entrance is marked by private lighted and unlighted buoys and **270°** lighted range.
(CP 6-180/85; LL/85; CP 6-196A/85) 25/85

(continued on next page)

COAST PILOT 6 (continued)

Page 200—Line 49/R; read:
from Detroit to the lower end of Belle Isle.

Detroit Memorial Park, on the mainland side of the channel N of Belle Isle, has a marina that provides transient berths, electricity, water, and sewage pump-out. The entrance is marked by private lights.

(CP 6-180/85; LL/85; CP 6-200/85) 25/85

Page 212—Lines 19-22/R; read:
shoal off the W side of the inner end of the point.

(9/85 CG9) 25/85

Page 338—Line 35/L; read:
marked at the outer end by a buoy. A detached
...

(9/85 CG9) 25/85

Page 360—Line 29/L; read:
134°56′ lighted range at the lower end and a **314°**
...

(CNM 10/85) 25/85

Page 407—Line 3/L; read:
Plaza, Albany, N.Y. 12238. In March 1985, Cruise'n Chart No. 2 was temporarily not available.

(CP 6-406/85) 25/85

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span opening**			Clear height in feet above water datum		Remarks
				Right	Left	Center	Low	High	
Page 223									
	Structures across the Saginaw River and Tributary								
5A	Woodside-Vermont Streets Bridge	Highway	4.99	....	....	150	23	....	Bascule. Under construction in May 1985. Will replace Third Street Bridge.
(CP 6-223/85; 8/85 CG9)									25/85
Page 344									
	Structures across Fox River below De Pere and East River								
6	Walnut St. bridge	Highway	1.81	....	....	78	9	....	Bascule. Note 1 and 5.

Note 5—In March 1985, construction in process to replace the bridge.
(CP 6-344/85) 25/85

Page 28—Lines 13-30/R; read:
beginning.
(F.R. 4/22/85) 33/85

Page 42—Lines 25-32/R; read:
(a) Area 1. Beginning at latitude 45°25′42.2″N., longitude 84°59′7.5″W.; thence to latitude 45°25′39.5″N., longitude 84°59′09″W.; thence to latitude 45°25′35″N., longitude 84°59′07″W.; thence to latitude 45°25′35″N., longitude 84°58′55.2″W.; thence to latitude 45°25′42.2″N., longitude 84°58′58.5″W.; thence to the point of beginning.

(b) Area 2. Beginning at latitude 45°25′42.2″N., longitude 84°58′54″W.; thence to latitude 45°25′35″N., longitude 84°58′53″W.; thence to latitude 45°25′35″N., longitude 84°58′24.8″W.; thence to latitude 45°25′36.1″N., longitude 84°58′23″W.; thence to latitude 45°25′42.2″N., longitude 84°58′39″W., . . .
(F.R. 6/10/85) 33/85

Page 29—Lines 35-63/R; read:
(a) Grant Park North-A. Beginning at a point 2,120 feet South of the intersection of the North line of the Chicago Yacht Club bulkhead, as constructed in 1927, and the harbor line approved by the Department of the Army on August 3, 1940, along the West side of the harbor, sail harbor line runs paralled to the overall alignment of sail Grant Park bulkhead between its North and South ends, said intersection is approximately 800 feet South of the South face of the former Naval Armory Dock, and 100 feet East of said bulkhead, that point being approximately on the harbor line; thence North along a straight line parallel to said harbor line and bulkhead, 1,705 feet to a point that is 100 feet East of said harbor line and 150 feet East of the Grant Park bulkhead; thence East at a right angle, 150 feet; thence North at a right angle, parallel to the first described line, passing 100 feet East of the Chicago Yacht Club bulkhead, 440 feet; thence Northeasterly 850 feet to a point 1,070 feet East of the aforesaid Grant Park bulkhead; thence Southeasterly 740 feet to a point 1,600 feet East of said harbor line; thence Southerly 1,960 feet to a point approximately 1,555 feet East of said harbor line and about 1,560 feet East of said Grant Park bulkhead; thence Southwesterly 295 feet to a point 1,180 feet due East, in a direction perpendicular to the West line hereof, from the point of beginning; and thence West to the point of beginning.

(b) Grant Park North-B. Beginning at a point 145 feet North of the North line of the Chicago Yacht Club bulkhead, as constructed in 1927, and 320 feet East of the harbor line approved by the Department of the Army on August 3, 1940, along the West side of the harbor, said Chicago Yacht Club bulkhead extends due East, perpendicular to the Grant Park bulkhead's overall alignment between its North and South ends, said bulkhead runs parallel to the aforesaid harbor line and is approximately 800 feet South of the South face of the former Naval Armory Dock, said point is 20 feet East of the East face of the Chicago Park District jetty; thence North parallel to said jetty, 230 feet to a point 20 feet South of the South face of the Lake Shore Drive bulkhead, said bulkhead runs Easterly and Westerly in a curved direction; thence Easterly along a line parallel to said curved bulkhead to a point 20 feet Southwest and perpendicular to a line extended along the Southwest side of the Columbia Yacht Club pier to said curved bulkhead; thence Southeasterly parallel to said extended line, 160 feet; thence Southwesterly to the point of beginning.

(c) Grant Park North-C. Beginning at a point 970 feet North of the North line of the Chicago Yacht Club bulkhead, as constructed in 1927, which extends due East and perpendicular from the harbor line approved by the Department of the Army on August 3, 1940, said Chicago Yacht Club bulkhead line is approximately 800 feet South of the South face of the former Naval Armory Dock, and 1,170 feet East of said harbor line, said

(continued on next page)

point of beginning is 20 feet East of the East face of the Columbia Yacht Club pier and 20 feet South of the South face of a breakwater, which runs in an East and West direction; thence East along a line parallel to the South face of said East-West breakwater, 540 feet to a point 20 feet West of the West face of a breakwater, which runs in a North and South direction; thence South along a line parallel to the West face of said North-South breakwater, approximately 965 feet; thence Northwesterly to a point 20 feet Southeast and perpendicular to the Southeast side of the aforesaid Columbia Yacht Club pier; thence Northerly along a line parallel to the East face of said pier to the point of beginning.

(d) Grant Park South. Beginning at a point 2,220 feet South of the intersection of the North line of the Chicago Yacht Club bulkhead, as constructed in 1927, and the harbor line approved by the Department of the Army on August 3, 1940, along the West side of the harbor, said harbor line runs parallel to the overall alignment of the Grant Park bulkhead between its North and South ends, said intersection is approximately 800 feet South of the South face of the former Naval Armory Dock, and 100 feet East of said Grant Park bulkhead, that point being approximately on the harbor line; thence East, perpendicular to the overall alignment of the Grant Park bulkhead, and perpendicular to said harbor line, 1,180 feet; thence Southeasterly 330 feet to a point 1,510 feet East of said Grant Park bulkhead and 225 feet South of an extension of the first described line; thence South perpendicular to the first described line, 220 feet; thence Southwesterly 2,375 feet along a line generally 100 feet Northwesterly from and parallel to the Northwesterly face of the narrow section of the U.S. Inner Breakwater; thence Northwesterly 100 feet to a point 150 feet East of said Grant Park bulkhead (or 100 feet East of the aforesaid harbor line), and 4,570 feet South of the North line of the aforesaid Chicago Yacht Club bulkhead; and thence North 2,350 feet of the point of beginning.

Note.-The Chicago Park District controls the location and type of any moorings placed in the special anchorage areas in this section.

(F.R. 7/5/85) 33/85

Page 30—Lines 1-24/L; read:

beginning.

(F.R. 7/5/85) 33/85

Page 31—Lines 56-63/L; read:

(4) Anchorage D, Chicago Harbor Lock South. Beginning at a point 35.5 feet South (16 feet South of the South face of the Southeast guidewall) and 28.0 feet West of the SE Guide Wall Light; thence Westerly and parallel to the guidewall 800 feet to a point that is 16 feet South of the South face of the Southeast guidewall; thence Southerly 80 feet to a point that is 96 feet South of the South face of the Southeast guidewall; thence Easterly 800 feet to a point that is 96 feet South of the south face of the southeast guidewall; thence Northerly 80 feet to the point of beginning.

(5) Anchorage E, Chicago Harbor Lock North. Beginning at a point 156.75 feet North (16 feet North of the North face of the Northeast guidewall) and 590 feet West of the SE Guidewall Light; thence Westerly and parallel to the guidewall 600 feet to a point that is 16 feet North of the North face of the Northeast guidewall; thence Northerly 80 feet to a point that is 96 feet North of the North face of the Northeast guidewall; thence Easterly 600 feet to a point that is North of the North face of the Northeast guidewall; thence Southerly 80 feet to the point of beginning.

(F.R. 7/18/85) 33/85

Page 31—Line 40/R; read:

(7) No vessel may use anchorage A, B, D, and E . . .

(F.R. 7/18/85) 33/85

(continued on next page)

Page 31—Lines 46-47/R; read:
available adjacent to the lakeside guidewalls of the Chicago Harbor Lock in anchorages D and E.) All vessels using anchorages D and E shall moor against pile clusters adjacent to the respective anchorage.

Any time barges are moored in anchorage D or E, a manned towing vessel shall be present in one of these anchorages. Exceptions to this surveillance requirement are allowable for periods not to exceed one hour.

(F.R. 7/18/85) 33/85

Page 162—Lines 32-34/R; read:
range marks the approach. Local yachting interests usually maintain the entrance channel, close . . .

(CP 6-162/85; CL 1146/80; 17/83 CG9) 33/85

Page 162—Line 37/R; read:
channel. In May 1985, depths of 10 feet were reported in the entrance chanel with, in 1979, 4 feet . . .

(CP 6-162/85; CL 1146/80; 17/83 CG9) 33/85

Page 173—Line 57/R; read:
extend from both sides of the river mouth.

In May 1985, a submerged obstruction was reported in the midchannel at the mouth of the river in about 41°27′01″N., 82°59′57″W.

(11/85 CG9) 33/85

Page 219—Lines 40-42/R; read:
marked by a light. In May 1984, the controlling depth was 11 feet in the entrance channel with 5 1/2 to 10 feet in the basin except for shoaling to 1 1/2 feet . . .

(BP 123316) 33/85

Page 220—Lines 42-44/R; read:
range. In February 1984, the controlling depth was 8 feet in the approach channel, and thence 6 feet in the left outside quarter in the entrance channel to the . . .

(BPs 122737-38) 33/85

Page 221—Lines 47-48/L; read:
In January-February 1984, the controlling depth was 1 1/2 feet in the north half of the . . .

(BPs 122455-63) 33/85

Page 227—Lines 19-21/R; read:
April 1984, the controlling depth was 8 feet in the approach channel, thence 5 feet between the piers, thence 2 feet (4 feet at midchannel) in the channel to the bridge.

(BP 123150) 33/85

Page 233—Lines 46-53/L; read:
channel just inside the mouth of the river. In 1982-1983, the controlling depths were 16 feet 921 feet at midchannel) through the entrance channel to the turning basin, thence 21 feet in the basin with lesser depths along the SE and SW edges, thence 15 feet (17 feet at midchannel) from the turning basin to the State Street bridge, thence in 1974, 18 feet at the bridge . . .

(BP 120418-20) 33/85

Page 236—Lines 56-58/L; read:
In 1983, the controlling depth was 9 1/2 feet in the entrance channel.

(BP 121898) 33/85

Page 247—Line 23/L; read:
by buoys and the 053°17′ lighted range that marks . . .

(CNM 20/85) 33/85

Page 254—Line 29/L; read:
lighted range. Private lights mark the ends of the breakwaters. In 1975, the entrance channel had a . . .

(CNS 5/3/85, C820) 33/85

Page 259—Line 61/R; read:
A **special anchorage** area, marked by lighted buoys, is on the N side of the . . .

(10/85 CG9) 33/85

(continued on next page)

Page 267—Lines 15-23/R; read:
railway for small craft is available in the harbor.
(CP 6-267/85) 33/85

Page 268—Lines 10-13/L; read:
end of the S pier are marked by lights. In October 1984, the controlling depth in the entrance channel was 9 feet (9 1/2 feet at midchannel). The channel is . . .
(BP 124847) 33/85

Page 268—Lines 61/L-2/R; read:
In May-June 1984, the controlling depths were 23 feet in the entrance channel through the outer basin and between the piers, thence 19 feet (22 feet at midchannel) to Manistee Lake.
(BPs 124845-46; BPs 123238-39) 33/85

Page 269—Line 7/R; read:
In June-July 1984, the controlling depths were 28 feet . . .
(BPs 124843-44) 33/85

Page 328—Lines 46-49/R; read:
crosses the mouth of the channel.
(F.R. 4/22/85) 33/85

Page 350—Lines 25-32/R; read:
pier are marked by lights. In 1982, the controlling depths were 19 feet (23 feet at midchannel) in the approach channel except for minor shoaling off the ends of the piers; thence 21 feet at midchannel to the Ogden Street bridge; thence 19 feet at midchannel to the municipal wharf above the turning basin; with 13 to 20 feet in the basin with severe shoaling along the S and SE edges; thence 19 feet to Menominee River Buoy 4; then 9 feet to the upstream limit of . . .
(BPs 118611-12; 11/85 CG9) 33/85

Page 416—Lines 2-39/R; read:
Every 3 hours beginning at 0135 G.m.t.
(CP 6-416/85) 33/85

Page 161—Lines 27-39/L; read:
In May 1985, the controlling depths were 23 feet from deep water in the lake through the entrance channel and outer basin with lesser depths along the W flared edge of the entrance channel, thence 16 feet (19 feet at midchannel) to the turning basin, thence 11 feet (13 feet at midchannel) to the upstream limit of the Federal project. Depths were 9 to 21 feet in the dredged part of the outer basin W of the channel and 12 to 21 feet E of the channel. The turning basin has a controlling depth of 18 feet except for shoaling to 12 feet along the S edge of the basin.
(BPs 126084-85) 36/85

Page 218—Lines 16-18/L; read:
the breakwaters. In April 1984, the controlling depths were 7 feet (8 feet at midchannel) in the entrance channel and 6 to 8 feet in the basin except for shoaling to bare along the E side.
(BP 123234) 36/85

Page 245—Line 21/R; read:
bottom.
Caution.—A deadhead covered 2 feet about 0.2 mile, ENE from Rattlesnake Point.
The area between the S end of Little Island . . .
(CNM 21/85) 36/85

Page 255—Lines 47/L-2/R; read:
small-craft basin just inside. A light is on the outer end of the N pier. The entrance channel between the . . .
(NM 31/85; CNM 26/85) 36/85

Page 260—Lines 13-16/R; read:
In 1983, the controlling depths were 18 feet from deep water in the lake through the approach channel, thence 16 feet (17 feet at midchannel) between piers to Round Lake, thence 17 feet (18 feet at midchannel) . . .
(BP 121882; BP 121887) 36/85

(continued on next page)

COAST PILOT 6 (continued)

Page 272—Lines 3-4/L; read:
shoaling. In April 1984, the channel had a controlling depth of 11 feet. Currents in the channel . . .
(BP 123254) 36/85

Page 342—Lines 61-63/R; read:
In 1982-November 1984, the controlling depth was 23 feet for a midwidth of 300 feet to about 800 feet below Light 22, thence 19 feet for a midwidth of 200 feet to the entrance to . . .
(BPs 125152-53; BP 122426; BP 118035; CL 418/85) 36/85

Page 343—Lines 1-2/L; read:
Fox River, thence 20 feet for a midwidth of 150 feet . . .
(BPs 125152-53; BP 122426; BP 118035; CL 418/85) 36/85

Page 371—Lines 50-52/L; read:
basin. In 1980, the controlling depth in the basin was 24 feet with lesser depths along the edges.
(BPs 119397-98) 36/85

Page 371—Line 51/R; read:
SW side of the basin. In 1980, the controlling depth . . .
(BP 119396) 36/85

COAST PILOT 6 (April) Ed. 1985 LAST NM 36/85

Page 118—Lines 59-62/L; read:
In 1983-April 1985, the midchannel controlling depth was 20 feet in the approach channel, thence in March-April 1985, 19 feet between the piers to the lower basin with 17 to 19 feet in the basin, thence 16 feet at . . .
(BPs 125873-74; BP 120366) 40/85

Page 228—Lines 38-38/L; read:
In 1983, the controlling depth was 8 feet in the entrance channel except for shoaling along the E and W edges, thence 6 to 8 feet in the basin except . . .
(BP 121364) 40/85

Page 229—Lines 37-39/L; read:
mouth. In October 1984, the controlling depths were 17 feet (21 feet at midchannel) in the entrance channel to 0.5 mile below Alpena Light, thence 13 . . .
(BP 124912-13) 40/85

Page 278—Lines 43-51/R; read:
In September 1984, the controlling depths were 18 feet in the approach channel, thence in May-September 1984, 18 feet at midchannel in the outer basin, thence in February 1984, 18 feet, (21 feet at midchannel) to Lake Macatawa, thence in 1982-June 1984, 19 feet at midchannel to the turning basin, thence 18 feet at midchannel through the turning basin with depths of 14 to 18 feet in the turning basin, thence 11 feet . . .
(BP 124858; BP 123571; BP 122734; BPs 1199002-03; BP 118897; BPs 122446-49; BP 123572-73) 40/85

Page 286—Lines 32-34/L; read:
In April 1984, the midchannel controlling depth was 5 1/2 feet.
(BP 123242) 40/85

Page 286—Lines 13-19/R; read:
In July 1984, the controlling depths were 4 feet in the entrance channel to the West Pierhead Light, thence 14 feet at midchannel between the piers to the first turning basin, with 15 feet in the first turning basin, thence 3 1/2 feet to the Sixth Street bridge, thence 1/2 foot to the E Street bridge. In . . .
(BPs 123308-09) 40/85

Page 286—Lines 23-25/R; read:
N part and 8 feet in the S part.
(BP 123308) 40/85

(continued on next page)

COAST PILOT 6 (continued)

Page 288—Lines 57-59/L; read:

In August-September 1984, the controlling depths were 30 feet in the entrance channel, 26 feet in the harbor basin, and 24 feet in East Harbor Arm and in West . . .

(BP 123982)

40/85

Page 382—Lines 22-25/L; read:

marked by a light. In June 1985, the controlling depths were 7 feet marked by a light. In June 1985, the controlling depths were 7 feet in the approach channel, thence 6 1/2 feet between the piers, thence 8 1/2 feet in the N part of the inner basin and 6 to 1 1/2 feet in the S part, thence 5 1/2 feet . . .

(BP 126151)

40/85

Structures across Indiana Harbor Canal

No.	Location and name	Kind	Miles*	Clear width in feet of draw or span opening**			Clear height in feet above water datum		Remarks
				Right	Left	Center	Low	High	
	Page 292								
14	Canal St. bridge	Highway	1.88	-	-	65	---	---	Bridge leaves removed. Note 2.

Note 2.–In 1984, it was reported, deteriorated abutments have reduced the horizontal clearance to about 60 feet.

(CP 6-87/85)

40/85

Page 26—Line 20/L; read:
Engineers (33 CFR 207 and 334); Saint Lawrence Seaway . . .
(F.R. 10/22/85) 47/85

Page 58—Lines 55-56/L; read:
Part 334-Danger Zone and Restricted Area Regulations
§334.830 Lake Michigan; small-arms range adjacent . . .
(F.R. 10/22/85) 47/85

Page 58—Line 30/R; read:
§334.840 Waters of Lake Michigan south of Northerly . . .
(F.R. 10/22/85) 47/85

Page 59—Line 3/L; read:
§334.850 Lake Erie, west end, north of Erie Ordnance . . .
(F.R. 10/22/85) 47/85

Page 60—Lines 58-63/R; read:
§207.300 Ohio River, Mississippi River above Cairo, Ill., and their tributaries; use, administration, and navigation.
(a) Authority of Lockmasters.–(1) Locks Staffed with Government Personnel. The provisions of this paragraph apply to all waterways in this section except for Cordell Hull Lock located at Mile 313.5 on the Cumberland River in Tennessee. The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He/she shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he/she is authorizied to give all necessary orders and directions in accordance therewith, both to employees of the government and to any and every person within the limits of the lock and lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his/her assistants. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of federally constructed mooring facilities.

(2) Locks Staffed with Contract Personnel. The provisions of this paragraph apply to Cordell Hull Lock located at Mile 313.5 on the Cumberland River in Tennessee. Contract personnel shall give all necessary orders and directions for operation of the lock. No one shall cause any movement of any vessel, boat or other floating thing in the locks or approaches except by or under the directions of the contract lock operator. All duties and responsibilities of the lockmaster set forth in this section shall be performed by the contract lock operator except that responsibility for enforcing all laws, rules, and regulations shall be vested in a government employee designated by the Nashville District Engineer. The district engineer will notify waterway users and the general public through appropriate notices and media concerning the location and identity of the designated government employee.
(F.R. 9/18/85) 47/85

Page 61—Lines 1-17/L; read:
(b) Safety rules for vessels using navigation locks.
(F.R. 9/18/85) 47/85

Page 73—Line 63/L; read:
§334.820 Lake Michigan; naval restricted area, . . .
(F.R. 10/22/85) 47/85

(continued on next page)

Page 113—Lines 48-62/R; read:
In May 1984, the controlling depths were 26 feet at midchannel in the approach channel, thence 24 feet in the channel through the outer harbor, thence 21 feet in the river channel to the head of the project at Seneca Street.

The outer harbor W of the entrance channel had depths of 18 to 21 feet except for shoaling to 2 1/2 feet along the W breakwater. The outer harbor E of the entrance channel had depths of 19 to 21 feet except for shoaling to 16 feet along the SE edge; the SE portion of the harbor is not being maintained. The channel to the turning basin had a controlling depth of 20 feet at midchannel and thence, 15 to 21 feet in the basin with lesser depths along the edges; the S portion of...
(BP 123423; NOS 148, Dwg. 3) 47/85

Page 168—Lines 31-35/R; read:
inside the mouth of the river. In November 1984, the controlling depth was 4 1/4 feet to the anchorage basin with 4 to 7 feet in the basin, thence 3 feet at midchannel to Detroit Road highway bridge with 2 feet to bare in the turning basin just above the bridge.
(BP 124475; CP 6-168/85) 47/85

Page 171—Lines 3-4/L; read:
to the Liberty Avenue bridge. Lights mark the ends and...
(17/85 CG9) 47/85

Page 171—Lines 12-16/R; read:
mouth. Federal project depths are 29 feet in the entrance channel to the inner end of the W pier, thence 28 feet to the turning basin, thence 27 feet in the E half of the basin and 21 feet in the W half of the basin. (See Notice to Mariners and latest editions of charts for controlling depths.) Huron River is navigable by small craft for...
(CEM-Buffalo/77; CP 6-171/85) 47/85

Page 175—Line 32/R; read:
NW from **Camp Perry**. (See **33 CFR 334.850**, chapter...
(F.R. 10/22/85) 47/85

Page 221—Line 50/R; read:
In August 1985, a submerged obstruction was reported to be 25 yards W of Saginaw Bay Channel Lighted Buoy 27. In 1981, a submerged obstruction was...
(22/85 CG9) 47/85

Page 261—Line 26/R; read:
pump-out. The outer ends of the breakwaters are marked by private lights. A shallow flat, with depths less than 18...
(17/85 CG9) 47/85

Page 264—Line 16/L; read:
Manitou Shoal Light. In 1983, the controlling depth...
(BPs 121901-02; NOS 14911, Dwg. 4) 47/85

Page 264—Line 27/R; read:
13-foot spot; a fog signal is at...
(15/85 CG9) 47/85

Page 264—Lines 39-44/R; read:
where deep water is within 0.2 mile of shore.
(23/85 CG9) 47/85

Page 267—Lines 45-46/R; read:
the approach. In June 1985, the entrance channel had a controlling depth of 9...
(BP 126700) 47/85

Page 291—Lines 7-19/R; read:
In September 1984, the controlling depths were 22 feet at midchannel in the entrance channel, thence 20 to 28 feet in the outer harbor basin with lesser depths along the edges, thence 19 feet in the entrance channel to Indiana Harbor Canal,

(continued on next page)

thence 13 feet at midchannel through the canal, thence 16 to 22 feet in the turning basin at The Forks except for shoaling along the SW and E edges, thence in the Calumet River Branch, depths decreasing from 21 feet at the N end to 5 1/2 feet at the S end, and thence, in Lake George Branch, 17 feet at midchannel to the W end.
(CPs 123983-8; CP o-291/85) 47/85

Page 300—Line 15/L; read:
33 CFR 334.840, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 47/85

Page 314—Lines 23-24/L; read:
just N of the harbor. (See **33 CFR 334.820 and 334.830**, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 47/85

Page 342—Lines 47-48/L; read:
entrance to Sturgeon Bay.
(14/85 CG9) 47/85

Page 354—Line 59/L; read:
a fog signal and a radiobeacon are at the light.
(15/85 CG9) 47/85

Page 369—Lines 20-21/R; read:
inner ends of the W pier and the outer end of the E pier are marked by lights. In . . .
(23/85 CG9) 47/85

Page 390—Line 33/R; read:
it from Wauswaugoning Bay. A radiobeacon is at the light. **Grand Portage Island**, . . .
(17/85 CG9) 47/85

COAST PILOT 6 (April) Ed 1985 LAST NM 47/85

Page 30—Lines 23–30/R; read:
79°03′9.5″W.; thence southerly to a point at latitude 43°14′15.5″N., longitude 79°03′10″W.; thence westerly to a point at latitude 43°14′15.5″N., longitude 79°03′17″W.; thence northerly to a point at latitude 43°14′54.5″N., longitude 79°03′14″W.; thence southeasterly to a point at latitude 43°14′52.3″N., longitude 73°03′09″W; thence southerly to a point at latitude 43°14′51.4″N., longitude 73°03′09″W.; thence easterly to a point at latitude 43°14′51.5″N.; longitude 79°03′6.5″W.; thence along the shoreline to the point of beginning.
(F.R. 10/25/85) 49/85

Page 30—Line 50/R; read:
thence along the shoreline to the point of beginning.
Note.–The Youngstown Harbor Commission controls the location, type, and assignment of mooring placed in the special anchorage areas in this section.
(F.R. 10/25/85) 49/85

Page 103—Line 36/L; read:
a fixed highway bridge with a clearance of 133 feet.
(CNM 38/85) 49/85

Page 106—Line 38/L; read:
Channel. The channel, marked by buoys, had . . .
(CNS 7/26/85, C-2150) 49/85

Page 115—Line 58/R; read:
enclose the bay. In 1984, the controlling . . .
(BP 123422) 49/85

Page 116—Lines 7–8/R; read:
light. In 1984, the channel had a controlling depth of 10 feet from deep water in the lake.
(BP 123421) 49/85

Page 120—Lines 8–11/R; read:
radiobeacon is at the light on the E jetty. In August 1985, the controlling depth was 5 1/2 feet in the W approach channel, and 4 1/4 feet in the E approach channel, thence 8 feet in the jettied channel with 7 to 8 feet . . .
(BP 126953) 49/85

(continued on next page)

Page 120—Lines 53–54/R; read:
marked by a light. In August 1985, the controlling depth was 7 feet in the dredged channel. The . . .
(BP 126952) 49/85

Page 121—Lines 27–28/L; read:
Tuscarora Bay. In August 1985, the controlling depth was 7 feet in the entrance channel, thence 5 feet in . . .
(CP 126948) 49/85

Page 137—Lines 36–46/L; read:
highway bridge with a clearance of 58 feet, crosses the Bay of Quinte between **Zwick Island** on the N shore and **Hennessy Point** on the S shore. In September 1985, it was reported that much of the remains of a former bridge and causeway are W of the fixed bridge, mariners are advised to use the marked channel.
(CNM–37/85; CSD–I–207/82) 49/85

Page 156—Lines 9–12/L; read:
August 1984, the controlling depths were 5 1/2 feet (10 feet a midchannel) in the entrance channel, thence 7 to 8 feet in the basin with lesser depths along the edges.
(BP 123770) 49/85

Page 158—Lines 24–29/L; read:
breakwaters and the piers at the river mouth. In May 1985, the controlling depths were 26 feet in the E part of the basin with lesser depths along the NE and SE sides and 15 to 20 feet in the W part except for shoaling along the W and SW sides, thence 26 feet in the river channel; the access channel to the Municipal Pier had a midchannel controlling depth of 6 feet.
(BP 126077) 49/85

Page 171—Lines 6–11/L; read:
In July 1985, the controlling depth was 4 1/2 feet through the W approach channel to the mouth of the river, and 10 feet in the E approach channel to the mouth of the river, thence 10 feet to the junction with Superior Lagoon, thence 5 feet on the centerline to the Liberty Avenue . . .
(BPs 126906–07) 49/85

Page 180—Lines 20–24/R; read:
In 1983, the controlling depth was 16 feet (19 feet at midchannel) in the entrance channel to Monroe Harbor Buoy 7, thence in 1984-1985, 8 feet (16 feet at midchannel) to the turning basin, with 6 to 18 feet in the basin except for shoaling to 3 1/2 feet along the W edge. The channels in . . .
(BPs 120093-94; BP 126448; BPs 126858-59; BPs 126450-51) 49/85

Page 205—Lines 60–63/R; read:
N side of the river mouth. In 1984, the controlling depths were 6 feet (7 1/2 feet at midchannel) through the mouth of the river to Clinton Harbor Inner Light with 5 feet in the basin; thence in 1985, the centerline depth was 5 feet upstream to Bridgeview Avenue Bridge, and thence 3 feet on the centerline to Cass Avenue bridge at Mount Clemens.
(BP 123166; BPs 126414-23) 49/85

Page 206—Lines 1–3/L; read:
The controlling depth in the river above Mount . . .
(BP 123166; BPs 126414-23) 49/85

Page 214—Lines 25–28/R; read:
and one on the W side. Private lights and a lighted private range mark the entrance to the basin. Berths with electricity, gasoline, diesel . . .
(CNS 6/11/85, C–1445) 49/85

Page 229—Lines 37–40/L; read:
mouth. In June 1985, the controlling depths were 20 feet (21 feet at midchannel) in the entrance channel to 0.5 mile below Alpena Light, thence in 1984–June 1985, 13 feet (16 feet at midchannel) to the Second Avenue . . .
(BPs 126455-56; BP 124912) 49/85

(continued on next page)

Page 255—Lines 47/L–2/R; read:
small-craft basin just inside. A light and fog signal are on the outer end of the N pier. The entrance channel between the . . .
(NM 31/85; CNM 26/85; CNS 6/21/85, C–1626) 49/85

Page 270—Lines 61–63/L; read:
outer ends of the piers are marked by lights. In June 1985, the controlling depths were 12 feet in the approach channel, thence 10 feet (11 feet at midchannel) to . . .
(BPs 126460-61) 49/85

Title page—Under National Ocean Service; read:
Paul M. Wolff, Assistant Administrator Vice H.R. Lippold, Jr., Director.
(NOS/85) 22/85

Page 122—Line 3/R; read:
A **restricted area**, marked by buoys, is outside the SE limit of the . . .
(7/85 CG11) 22/85

Page 122—Lines 10–11/R; read:
the outer ends by private lights. The entrance channel and basin channel are marked by private buoys, lights, and daybeacons. In 1981, . . .
(CP 7 F.I./84; BP 112802; LL/84; 5/85 CG11) 22/85

Page 123—line 7/L; read:
from the fishing pier, N jetty light, and the navy platform. A . . .
(9/85 CG11) 22/85

Page 125—Lines 40–41/L; read:
In April 1985, the reported controlling depth in the entrance channel was 16 feet, thence 8 feet to the . . .
(CP 7–131/85) 22/85

Page 125—Lines 44–45L; read:
sides. In April 1985, shoaling to 5 feet was reported in the entrance to the W basin. The shoals are marked by private buoys. The harbor's E and W basins are separated by a . . .
(CP 7–131/85) 22/85

Page 125—Lines 49–54L; read:
W basin can accomodate over 1,000 vessels. a **harbormaster** assigns berths in the harbor.
(CP 7–131/85) 22/85

Page 126—Lines 49–50/R; read:
unlighted buoys, lights, and a **036°48′** lighted range. The outer ends of the jetties are marked by lights. A fog signal is at the W jetty light.
(7/85 CG11) 22/85

Page 138—Line 2/R; read:
by a lighted bell buoy 0.7 mile W of the point.
(12/85 CG11) 22/85

Page 186—Lines 11–16/L; read:
A private fog signal is on the NE pier of the Dumbarton bridge. In 1985, the remains of a vertical lift bridge close SE of the Dumbarton bridge was being removed; the NE and SW ends are to be converted into fishing piers. About 1,100 yards SE fo the Dumbarton bridge, an aqueduct, used to . . .
(7/85 CG12; NOS/85) 22/85

Page 186—Lines 54–55/L; read:
basin. The channel is marked by daybeacons and two lights at the entrance. . . .
(7/85 CG12) 22/85

Page 202—Lines 12–13/R; read:
highway bridges; a light is onshore at **Port Costa**. 0.6 mile to the E.
(11/85 CG12) 22/85

Page 223—Lines 8–12/L; read:
replacing Blunts Reef Lightship, is an exposed location buoy (ELB) 1.7 miles WSW of the outer rock. The buoy is equipped with a fog signal and a radar beacon (Racon). (See Racons, chapter 1, for additional information.) The currents at the buoy are described in . . .
(8/85 CG12) 22/85

Page 238—Line 5/L; read:
navigated by small boats. Haynes Inlet and North Slough channels are marked by private daybeacons. A causeway with a fixed . . .
(11/85 CG13) 22/85

(Continued on next page)

Page 252—Lines 50–52L; read:
In December 1984, the midchannel controlling depth from the entrance of Skipanon Waterway to the turning basin 1 mile above the entrance was 12 feet.
(BP 124785) 22/85

Page 252—Lines 13–16/R; read:
Chinook, on the Washington side. In December 1984, the controlling depth was 8 feet on the centerline. In 1973, depths of 10 feet were reported . . .
(BP 124784; 11/85 CG13) 22/85

Page 269—Line 9/L; read:
61 feet. In February 1985, a new fixed highway bridge with a design clearance of 63 feet was under construction close S of the existing bridge. Numerous overhead cables with a reported . . .
(CP 7–269/85; 9/85 CG13) 22/85

Page 300—Line 38/R; read:
S and E sides by a long floating breakwater marked at the N end by a light, is just . . .
(5/85 CG13) 22/85

Page 406—Line 42/R; read:
112 feet above the water, is shown from an 80-foot . . .
(14/85 CG14) 22/85

COAST PILOT 7 21st (June) Ed 1985 LAST NM 22/85

Page 173—Lines 62/L-1/R; read:
not more than 15 feet use unmarked **South Channel,** paralled to and 0.7 mile off the peninsula shore. A reported . . .
(13/85 CG12) 25/85

Page 186—Line 41/R; read:
Private lights and buoys on the E side of the island mark . . .
(17/85 CG12) 25/85

Page 210—Lines 50-63/L; read:
a. From April 1 through May 31 and September 1 through October 31, the lock will operate three times daily; Friday, Saturday, and Sunday, 0900, 1200, and 1500; Monday, Tuesday, Wednesday, and Thursday, closed.
b. From June 1 through August 31, the lock will operate four times daily; Saturday and Sunday, 0800, 1200, 1600, and 2000; and on Monday, Thursday, and Friday, the lock will operate two times daily; 0900 and 1500; Tuesday and Wednesday, closed.
c. When Monday is a legal holiday for Memorial Day, Independence Day, and Labor Day, the lock will operate four times daily; 0800, 1200, 1600, and 2000.
d. From November 1 through March 31, the lock will not be operated.
e. Commercial vessels planning to use the lock other than during the regular lock schedule must call 916-449-5712 at least five working days in advance.
f. On weekdays, throughout the year, those vessels . . .
(20/85 CG12) 25/85

Page 216—Line 6/R; read:
Bay. The channel is marked by a buoy, daybeacons, and . . .
(20/85 CG12) 25/85

Page 269—Line 12/L; read:
Lock and Dam.
In May 1985, a submerged wreck was reported about 400 yards SW of the fixed highway bridge in about 46°12′50″N., 119°01′30″W.
(19/85 CG13) 25/85

Page 276—Line 32/R; read:
117.1047, chapter 2, for drawbridge regulations.)
In May 1985, a sunken wreck marked by a buoy

(continued on next page)

COAST PILOT 7 (continued)

was reported about 280 yards N of the lift bridge in about 46°58′55″N., 123°53′00″W.
(20/85 CG13) 25/85

Page 316—Lines 17-20/L; read:
steep-to. It is marked by lights.
(CNM 18/85) 25/85

Page 320—Lines 10-11/L; read:
considerable shoaling. In February-September 1984, the controlling depth was 14 feet. The S entrance is jettied; a light . . .
(BP 124270; BP 122846; 20/85 CG13; CL 1601/84) 25/85

Page 346—Lines 49-50/R; read:
A bridge pontoon storage area is on the W side of Port Gamble Bay about . . .
(20/85 CG13) 25/85

Page 387—Lines 6-7/L; read:
(20°56.9′N., 156°19.5′W.), 170 feet above the water, is shown from a 48-foot white pyramidal skeleton . . .
(20/85 CG14) 25/85

Page 401—Lines 14-15/R; read:
Barbers Point Light (21°18.0′N., 158°06.5′W.), 85 feet above the water, is shown from a 71-foot white . . .
(19/85 CG14) 25/85

COAST PILOT 7 21st (June) Ed 1985 LAST NM 25/85

Page 55—Lines 44-50/L; read:
(a) The draw of the Sacramento County bridge, . . .
(F.R. 5/20/85) 28/85

Page 58—Lines 23-27/L; read:
bridge, mile 0.3, and the First Avenue South bridge, mile 2.5, need not be opened for the passage of vessels from 6:30 a.m. to 8:30 a.m. and 3:45 p.m. to 5:45 p.m., Monday through Friday, except Federal holidays, except as follows:

(i) The draws of the Southwest Spokane Street bridge shall open at any time for a vessel of 1,000 gross tons and over, a vessel towing a vessel of over 1,000 gross tons and over, and a vessel proceeding to pick up a vessel of 1,000 gross tons and over for towing.

(ii) The draws of the First Avenue South bridge shall open at any time for a vessel of 5,000 gross tons and over, a vessel towing a vessel of 5,000 gross tons and over, and a vessel proceeding to pick up a vessel of 5,000 gross tons and over for towing.
(F.R. 3/14/85) 28/85

Page 80—Lines 61-63/L; read:
following boundaries are a safety zone:

From a point located on the boundary of Coast Guard Air Station San Diego, California at latitude 32°43′37.2″N., longitude 117°10′45.0″W. (point A), for a point of beginning; thence southeasterly to latitude 32°43′36.2″N., longitude 117°10′41.5″W. (point B); thence southwesterly to latitude 32°43′20.2″N., longitude 117°10′49.5″W. (point C); thence northwesterly to latitude 32°43′25.7″N., longitude 117°11′04.6″W. (point D); thence northeasterly to latitude 32°43′35.7″N., longitude 117°10′59.5″W. (point E); thence generally easterly along the air station boundary to the point of beginning (point A).

(b) (1) In accordance with the general regulations in 165.23 of this Part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port, except as provided for below.

(2) Vessels may transit the area of this safety zone without permission, but may not anchor, stop, remain within the zone, or approach within 100 yards (92 meters) of the land area of Coast Guard Air Station San Diego or structures attached thereto.
(F.R. 6/6/85) 28/85

(continued on next page)

Page 80—Lines 1-11/R; read:
165.1109-San Pedro Bay, Los Angeles, Calif.- . . .
(F.R. 6/6/85) 28/85

Page 269—Line 12/L; read:
Lock and Dam.
(21/85 CG13) 28/85

Page 292—Line 31/R; read:
separates Sequim Bay and Discovery Bay. An aquaclture site, marked by lighted private buoys, is off the N side of Miller Peninsula just NW of Rocky Point.
(22/85 CG13) 28/85

Page 322—Line 35/L read:
is marked by lights and a daybeacon. In May 1985, shoaling to an unknown extent was reproted in the entrance to the basin near the breakwater. In 1982, the . . .
(21/85 CG13) 28/85

Page 366—Line 2/R; read:
tourist trade are major sources of income.

Fish Aggregating Devices (FADs) along the coastal waters of the main Hawaiian Islands make the area very popular with commercial and recreational fishermen. For reasons unknown, fish in the N and W Pacific Ocean frequently gather in schools under floating objects. FADs may be as sophisticated as floating devices, often buoys, with electronic equipment atacted for tracking or as crude as floating logs or other objects. The FADs in Hawaiian waters, established by the State, are yellow, lighted, spherical buoys. Mariners are advised to use caution when in the vicinity of the FADs.
(CP 7-366/85) 28/85

COAST PILOT 7 21st (June) Ed 1985 LAST NM 28/85

Page 59—Line 50/R; read:
(c) The draws of the twin, SR529, highway bridges . . .
(F.R. 6/24/85) 31/85

Page 59—Lines 56-60/R; read:
SR529 highway bridge across Ebey Slough, at Marysville, and at all other times to the drawtender at the twin SR529 bridges at Everett. One signal opens both . . .
(F.R. 6/24/85) 31/85

Page 60—Lines 7-10/L; read:
(e) The draw of the Burlington Northern railroad bridge across the Snohomish River, mile 15.5, at Snohomish, . . .
(F.R. 6/24/85) 31/85

Page 60—Lines 18-28/L; read:
(g) The draws of the twin, SR529, highway bridges across Steamboat Shough, miles 1.1 and 1.2, near Marysville, shall open on signal if at least four-hours notice is given. On weekdays, Monday through Friday, notice for openings shall be given by marine radio, telephone, or other means to the drawtender at the SR529 highway bridge across Ebey Slough, at Marysville, and at all other times to the drawtender at the twin SR529 bridges at Everett. One signal opens both . . .
(F.R. 6/24/85) 31/85

Page 60—Line 32/L; read:
(h) The draws of the SR529 highway bridge across . . .
(F.R. 6/24/85) 31/85

Page 60—Lines 38-41/L; read:
other times to the drawtender at the SR529 bridges across the Snohomish River at Everett. During freshets, a drawtender shall be in . . .
(F.R. 6/24/85) 31/85

Page 80—Lines 11-38/R; read:
§165.1109 San Pedro Bay, California
(F.R. 6/3/85) 31/85

(continued on next page)

Page 130—Lines 46-55/L; read:
118°07′48.8″W.
(F.R. 6/3/85) 31/85

Page 310—Line 3/R; read:
In 1983, Bellingham Channel Lighted . . .
(23/85 CG13) 31/85

Page 408—Lines 21-22/R; read:
about 0.6 mile wide and about 0.4 mile long, and is protected from the SE by a breakwater marked near the end by a light. The shores are low, rocky bluffs except at the . . .
(CP 7-408/85) 31/85

Page 408—Lines 37-41/R; read:
depths in the entrance channel and bay channel. Hanapepe Bay is marked by lighted and unlighted buoys.

Note.-In November 1982, Hurricane Iwa destroyed the Port Allen Small Boat Facility; sunken vessels and rubble were reported . . .
(14/85 CG14) 31/85

COAST PILOT 7 21st (June) Ed 1985 LAST NM 31/85

Page 54—Line 36/L; read:
Fe Railway yardmaster at Stockton.

(c) The California Route 4 Bridge, mile 15.1, between Victoria Island and Drexler Tract need not open for the passage of vessels.
(F.R. 6/27/85) 34/85

Page 81—Line 63/L; read:
Pilot Area when departing.

§165.1110 Isthmus Cove, Santa Catalina Island, Calif.

(a) The following is a Regulated Navigation Area-The waters of Isthmus Cove, enclosed by the shore and a line beginning at latitude 33°26′39″N., longitude 118°29′19″W.; thence northeasterly to latitude 33°26′50″N., longitude 118°20′08″W.; thence east-northeasterly to latitude 33°26′57.5″N., longitude 118°28′33.5″W.; thence southeasterly to latitude 33°26′55″N., longitude 118°28′32″W.; thence southwesterly to latitude 33°26′53.5″N., longitude 118°28′35″W.

(b) No vessel may anchor in this area.

(c) For the purposes of this section, "vessel" means every description of watercraft or other artificial contrivance used, or cabable of being used, as a means of transportation on water.
(F.R. 7/5/85) 34/85

Page 150—Line 2/L; read:
Avalon).

A **Regulated Navigation Area** is in E Isthmus Cove. (See **165.1 through 165.13, and 165.1110,** for limits and regulations.)
(F.R. 7/5/85) 34/85

Page 230—Lines 35-36/R; read:
May 1985, the controlling depth was 9 feet (11 feet at midchannel) to the basin, thence in 1982, 8 to 14 feet in the . . .
(CL 548/85; CP 7-230/85) 34/85

Page 246—Lines 10-15/R; read:
the river, 6.3 miles above the entrance. A fixed highway bridge over the river just below Nehalem has a clearance of 30 feet. Close N of this bridge is an overhead power cable . . .
(CL 84/85; CP 7-246/85) 34/85

Page 252—Lines 3-5/L; read:
In March-April 1985, the controlling depth was 10 feet to Fort Canby, thence 9 feet to the . . .
(BP 125529; BP 125726; CL 542/85; 25/85 CG13) 34/85

Page 336—Lines 13-14/R; read:
flats to a turning basin. In May 1985, the mid-channel controlling depth was 13 feet.
(CL 541/85; CP 7-336/85) 34/85

(continued on next page)

COAST PILOT 7 (continued)

Page 370—Line 62/L; read:
Kauhola Point Light (20°15.0'N., 155°46.5'W.), 116 . . .
(30/85 CG14) 34/85

Page 373—Line 57/R; read:
156 feet above the water, is shown from a 115-foot . . .
(29/85 CG14) 34/85

Page 407—Line 1/L; read:
deep, the entrance channel is marked by a lighted range, lights, and . . .
(30/85 CG14) 34/85

COAST PILOT 7 21st (June) Ed 1985 LAST NM 34/85

Page 53—Line 45/R; read:
given to the Hastings Island Land Company office at Rio Vista.
(F.R. 8/1/85) 38/85

Page 55—Lines 28-31/L; read:
(b) The draws of the U.S. Navy drawbridge, mile 39.8, Atchison, Topeka and Santa Fe railroad bridge, mile 40.6, and California Highway 4 bridge (Garwood Bridge), mile 41.6, need not be opened for the passage of vessels. The owners or agencies controlling the bridges shall restore the draws to full operation within six months of notification to take such action from the Commander, Twelfth Coast Guard District.
(c) Drawbridges above the Old River junction need not open for the passage of vessels.
(F.R. 8/8/85) 38/85

Page 56—Line 8/L; read:
least 12 hours notice is given.
(c) The draw of the Burlington Northern railroad bridge, mile 201.2, between Celilo, Oregon, and Wishram, Washington, is automated and is normally maintained in the fully open-to-navigation position.
(1) Lights. All lights required for authomated operation shall be visible to marine traffic for a distance of at least 2 miles and shall be displayed at all times, day and night.
(i) When the draw is fully open, a steady green light shall be displayed at the center of the drawspan on both unstream and downstream sides.
(ii) When the draw is not fully open, a steady red light shall be displayed at the center of the drawspan on both upstream and downstream sides.
(iii) When the draw is about to close, flashing yellow lights in the form of a down-pointing arrow shall be displayed at the center of the drawspan on both upstream and downstream sides.
(2) Operation. When a train approaches the bridge, the yellow lights shall start flashing. After an 8-minute delay, the green light shall change to red, the drawspan shall lower and lock, and the yellow lights shall be extinguished. Red lights shall continue to be displayed until the train has crossed and the drawspan is again in the fully open position. At that time, the red lights shall change to green.
(3) Vessels equipped with radiotelephones may contact Burlington Northern to obtain information on the status of the bridge. Bridge status information also may be obtained by calling the commercial telephone number posted at the drawspan of the bridge.
(F.R. 8/5/85) 38/85

Page 58—Lines 28-30/L; read:
(2) The draws of the Fourteenth (Sixteenth) Avenue South highway bridge, mile 3.8, need not be opened for the passage of vessels from 6:30 a.m. to 8:00 a.m. and 3:30 p.m. . . .
(F.R. 7/25/85) 38/85

Page 116—Line 62/L; read:
164°45'W.

(continued on next page)

Trans Alaska Pipeline System (TAPS) Routes.-Listed below are the U.S. nationally recommended routes for tankers transiting between Prince William Sound, Alaska, ports and U.S. west coast ports. These routes, established June 1985, will be shown on the appropriate NOS and DMAHTC charts as new editions are issued.

Prince William Sound ports to the Strait of Juan de Fuca.-From 60°12.2'N., 146°41.0'W., proceed on rhumb lines through the following positions:

59°56.0'N., 145°40.0'W.
59°15.0'N., 144°25.0'W.
48°30.0'N., 130°00.0'W.
48°28.0'N., 124°59.0'W.

Return.-From 48°31.6'N., 124°59.0'W., proceed on rhumb lines through the following positions:

48°50.0'N., 129°10.0'W.
59°15.0'N., 144°03.5'W.
59°58.3'N., 145°30.6'W.
60°13.0'N., 146°39.8'W.

Prince William Sound ports to the San Francisco Northwest Approach.-From 60°12.2'N., 146°41.0'W., proceed on rhumb lines through the following positions:

59°56.0'N., 145°40.0'W.
59°15.0'N., 144°25.0'W.
40°06.0'N., 127°05.0'W.
37°54.6'N., 123°05.3'W.

Return.-From 37°57.3'N., 123°03.2'W., proceed on rhumb lines through the following positions:

39°53.0'N., 126°31.5'W.
59°15.0'N., 144°03.5'W.
59°58.3'N., 145°30.6'W.
60°13.0'N., 146°39.8'W.

Prince William Sound ports to the vicinity of the approaches to Santa Barbara Channel.-From 60°12.2'N., 146°41.0'W., proceed on rhumb lines through the following positions:

59°56.0'N., 145°40.0'W.
59°15.0'N., 144°25.0'W.
35°00.0'N., 123°230.0'W.

Return.-From 35°00.0'N., 123°00.0'W., proceed on rhumb lines through the following positions:

59°15.0'N., 144°03.5'W.
59°58.3'N., 145°30.6'W.
60°13.0'N., 146°39.8'W.

(CP 7-116/85; NM 25/85) 38/85

Page 245—Lines 11-12/R; read:
on the **094°31'** lighted range; thence in May-June 1985, the controlling depth was 17 feet in . . .
(NM 33/85) 38/85

Page 258—Line 26/R; read:
height of eye is less than 50 feet. **A directional** light is on the front range light to aid mariners with a height of eye less than 50 feet. Overhead power . . .
(31/85 CG13) 38/85

Page 267—Line 31/R; read:
and 79 feet up. (See **117.1 through 117.59 and 117.869,** chapter 2. . . .
(F.R. 8/5/85) 38/85

Page 335—Line 13/R; read:
barrier.)

Depths.-Depths above Hiram M. Chittenden Locks are referred to low water of the lakes which is 20 feet above the plane of mean lower low water of Puget Sound.

Height.-Vertical clearances above Hiram M. Chittenden Locks are referred to the mean water level of the lakes, which is 21 feet above mean lower low water of Puget Sound.
(CP 7-337/85; NOS 18447) 38/85

Page 336—Line 29/L; read:
the E and W ends with clearances of 29 feet. In July 1985, a new floating bridge with design clearances of 33 feet at the E end and 35 feet at the W end was under construction just N of the existing pontoon bridge. The . . .
(30/85 CG13; CP 7-337/85) 38/85

Page 55—Line 23/L; read:
District Commander to do so.

(d) The draw of the Rio Vista Bridge, mile 12.8, requires fifteen minutes advance notice from 7:00 a.m. to 5:00 p.m. Monday thru Friday, excluding holidays, between the dates of 9 September 1985 and March 1, 1986. The advance notice is to be given to the Rio Vista bridge via radiotelephone or by land line to (707) 374–2134.

(F.R. 9/23/85) 51/85

Page 81—Line 11/R; read:
of the port.

§165.T1188 San Clemente Island, California–Safety Zone.

(a) Location: The waters within the following boundaries are a safety zone:

Starting at a point on the shore of San Clemente Island at West Cove in position 33°00′52″N., 118°36′18″W. for a point of beginning, thence southwesterly to latitude 32°59′30″N., longitude 118°37′30″W., thence southerly to latitude 32°58′30″N., longitude 118°36′40″W.; thence northeasterly to latitude 32°00′40″N., longitude 118°35′27″W,; thence generally westerly along the shore of San Clemente Island to the point of beginning.

(b) Regulations:

(1) All vessels may transit or navigate within the safety zone.

(2) No vessel may anchor within the safety zone without the permission of the Captain of the Port or the Commander, Anti-Submarine Warfare Wing, U.S. Pacific Fleet, San Diego, California.

(F.R. 9/19/85) 51/85

Page 123—Lines 29–31/L; read:
has a clearance of 29 feet under the N draw and a 46-foot span with a clearance of 24 feet under the S draw.

In October 1985, a replacement S span with a design clearance of 38 feet was under construction.

(42/85 CG11; CP 4–123/85) 51/85

Page 123—Line 63/R; read:
The company maintains a lighted bell buoy about 0.9 . . .

(32/85 CG11) 51/85

Page 124—Lines 1–2/L; read:
mile offshore. Mariners are . . .

(NOS 18774) 51/85

Page 140—Lines 5–9/R; read:
of possible dangers. A 300-foot sport fishing pier is on the NW side of Paradise Cove. A rescue vessel is moored . . .

(43/85 CG11) 51/85

Page 141—Lines 63/L–1/R; read:
outer end of the E jetty. Lighted buoys and a 037° lighted range mark the . . .

(30/85 CG11) 51/85

Page 147—Line 40/R; read:
The bank is fished extensively during the winter.

Submerged obstructions 90 feet off the bottom are within 2,500 yards of 32°55.75′N., 119°22.70′W.; caution is advised.

(29/85 CG11) 51/85

Page 148—Line 19/L; read:
known as the Santa Anas.

A **safety zone** is in **West Cove** on the NW side of the island. (See **165.1 through 165.7, 165.20 through 165.23, and 165.T1188,** chapter 2, for limits and regulations.)

(F.R. 9/19/85) 51/85

Page 168—Line 25/L; read:
has a minmum depth of at least 9 1/2 fathoms.

(31/85 CG12) 51/85

(continued on next page)

Page 171—Line 42/L; read:
moderate swell. In August 1985, a submerged obstruction was reported 2 miles SW of the light in about 37°58.8′N., 123°03.5′W.
(31/85 CG12) 51/85

Page 173—Line 45/L; read:
signals are on the S pier. When approaching Golden Gate Bridge in the eastbound traffic lane in fog, channel Buoy 2 sometimes provides a radar image that indicates the location of the S pier of the bridge. Aero obstruction lights . . .
(CP 7–178/85) 51/85

Page 176—Line 14/R; read:
San Pablo Bay and Carquinez Strait.

Mariners are cautioned that the traffic lanes between Angel Island and North Point are frequently crossed by tugs with barges, and self-propelled dredges. These vessels normally transit to and from the dumping ground S of Alcatraz Island.
(CP 7–178/85) 51/85

Page 186—Line 44/L; read:
fuel to a nearby airfield. In July 1985, a submerged obstruction with 3 feet over it was about 150 yards NNW of Daybeacon 20; caution is advised when transiting the area. An overhead power cable . . .
(29/85 CG12) 51/85

Page 197—Line 45/R; read:
daybeacons.

In September 1985, an obstruction was reported about 0.4 mile SE of Light 2 in about 37°55′21″N., 122°27′41″W. A railroad bridge, 0.4 mile above the . . .
(37/85 CG12) 51/85

Page 202—Lines 32–36/L; read:
shore near the E end. In 1982–August 1985, shoaling and a submerged obstuction were reported at the NW and W end of Naval Anchorage No. 21, respectively. **General** anchorages are in Carquinez . . .
(32/85 CG12) 51/85

Page 202—Line 56/R; read:
the town are in ruins.

In July 1985, a sunken wreck was reported about 500 yards off Benicia's waterfront in about 38°02′17″N., 122°08′39″W.
(30/85 CG12) 51/85

Page 210—Line 28/R; read:
MHz). Call sign, KMJ–384, Rio Vista Bridge. (See **117.1 through 117.189,** chapter 2, for drawbridge regulations.) The . . .
(F.R. 9/23/85) 51/85

Page 235—Line 2/R; read:
Bay. Coos Head is marked by a light on the NE side. The cliffs of Coos Head are about 100 feet high and terminate . . .
(39/85 CG13) 51/85

Page 241—Line 31/L; read:
on the NE side of the town. The river, marked by seasonal private buoys, is navigable . . .
(38/85 CG13) 51/85

Page 276—Lines 61–63/R; read:
broken rocky promontory marked by a daybeacon with nearly vertical whitish cliffs over 100 feet high.
(33/85 CG13) 51/85

Page 277—Lines 1–2/L; read:
Numerous . . .
(33/85 CG13) 51/85

Page 278—Line 43/R; read:
1.8 miles SW from the outer end of the jetty. About 250 feet of the outer end of the jetty is awash at high water.
(CP 7–283/85) 51/85

(continued on next page)

Page 292—Lines 48–50/L; read:
caution. A lighted bell buoy marks the shoal but it may be submerging during periods of strong current; vessels should not pass between the buoy and the light. A . . .
(36/85 CG13) 51/85

Page 308—Lines 60–61/L; read:
July–August 1985, the centerline controlling depth was 8 feet from Skagit Bay to deep water in Padilla . . .
(36/85 CG13) 51/85

Page 309—Lines 22–24/L; read:
lights. In November 1984, the centerline controlling depth from deep water in Fidalgo Bay to the mooring basin was 11 feet with depths of 7 to 12 . . .
(CP 7–309/85; BP 125704) 51/85

Page 346—Line 25/L; read:
ledge about 325 yards S of Hood Head. An aquaculture site, marked by lighted private buoys, is about 0.4 mile S of Hood Head.
(38/85 CG13) 51/85

Page 357—Lines 46–47/L; read:
marked by a private light on the SW side. The project depth . . .
(36/85 CG13) 51/85

Page 386—Line 20/R; read:
Nakalele Point Light (21°01.9′N., 156°35.6′W.), 142 feet . . .
(37/85 CG14) 51/85

Page 394—Lines 62–63/R; read:
and no channel is needed to reach open water. Anchorage can . . .
(34/85 CG14) 51/85

Page 402—Lines 4–5/L; read:
The channel is marked at the entrance by buoys. Small craft may . . .
(34/85 CG14) 51/85

Page 402—Lines 43–45/R; read:
(21°34.5′N., 158°16.0′W.), 931 feet above the water, is shown on top of a 25-foot building on Kuaokala Ridge. Another light is 0.9 mile W of Kaena Point Light on the lower W end of the Point. Off the end of the point are several low, . . .
(43/85 CG14) 51/85

Page 407—Line 25/L; read:
Caution when entering.–Deep-draft vessels have reported experiencing a northerly set in the vicinity of Ninini Point while on the Nawiliwili Harbor range. The reverse turn, first . . .
(CP 7–407/85) 51/85

COAST PILOT 7 21st (June) Ed 1985 LAST NM 51/85

Page 27—Lines 15–17/L; read:
Fairways; Part 207, Navigation Regulations; Part 209, Administrative Procedure; and Part 334, Danger Zones and Restricted Area Regulations.
(F.R. 10/22/85) 1/86

Page 27—Line 28/L; read:
CFR 207, 209, and 334).
(F.R. 10/22/85) 1/86

Page 83—Lines 11–12/L; read:
Part 334–Danger Zones and Restricted Area Regulations
§334.930 Anaheim Bay Harbor, Calif.; Naval . . .
(F.R. 10/22/85) 1/86

Page 83—Line 19/R; read:
§334.940 Pacific Ocean in vicinity of San Pedro, . . .
(F.R. 10/22/85) 1/86

Page 83—Line 63/R; read:
§334.950 Pacific Ocean at San Clemente Island, . . .
(F.R. 10/22/85) 1/86

(continued on next page)

Page 84—Line 24/L; read:
§334.960 Pacific Ocean, San Clemente Island, . . .
(F.R. 10/22/85) 1/86

Page 84—Line 1/R; read:
§334.970 Pacific Ocean, San Clemente Island, . . .
(F.R. 10/22/85) 1/86

Page 84—Line 15/R; read:
§334.1120 Pacific Ocean in the vicinity of Point . . .
(F.R. 10/22/85) 1/86

Page 85—Line 3/L; read:
§334.1130 Pacific Ocean, Western Space and Missile . . .
(F.R. 10/22/85) 1/86

Page 86—Line 47/L; read:
§334.1140 Pacific Ocean at San Miguel Island, . . .
(F.R. 10/22/85) 1/86

Page 87—Line 6/L; read:
§334.1150 Monterey Bay, Calif. (a) Firing range, . . .
(F.R. 10/22/85) 1/86

Page 87—Line 8/R; read:
§334.1160 San Pablo Bay, Calif; target practice . . .
(F.R. 10/22/85)1/86

Page 87—Line 21/R; read:
§334.1170 San Pable Bay, Calif.; gunnery range, . . .
(F.R. 10/22/85) 1/86

Page 87—Line 55/R; read:
§334.1180 Strait of Juan de Fuca, Wash.; air-to-surface . . .
(F.R. 10/22/85) 1/86

Page 88—Line 24/L; read:
§334.1190 Hood Canal and Dabob Bay, Wash.; . . .
(F.R. 10/22/85) 1/86

Page 88—Line 38/R; read:
§334.1340 Pacific Ocean, Hawaii; danger zones. . . .
(F.R. 10/22/85) 1/86

Page 89—Line 3/L; read:
§334.1350 Pacific Ocean, Island of Oahu, Hawaii, . . .
(F.R. 10/22/85) 1/86

Page 89—Line 28/L; read:
§334.1360 Pacific Ocean at Barbers Point, Island . . .
(F.R. 10/22/85) 1/86

Page 89—Line 47/L; read:
§334.1370 Pacific Ocean at Keahi Point, Island of . . .
(F.R. 10/2/85) 1/86

Page 89—Line 63/L; read:
§334.1380 Marine Corps Air Station, (MCAS) Kaneohe . . .
(F.R. 10/22/85) 1/86

Page 90—Line 25/L; read:
§334.1390 Pacific Ocean at Barking Sands, Island . . .
(F.R. 10/22/85) 1/86

Page 90—Lines 61–62/L; read:
§334.860 San Diego Bay, Calif.: Naval Amphibious Base; restricted . . .
(F.R. 10/22/85) 1/86

(continued on next page)

Page 90—Line 37/R; read:
§334.870 San Diego Harbor, Calif.; restricted areas.
(F.R. 10/22/85) 1/86

Page 91—Line 53/L; read:
§334.880 San Diego Harbor, Calif.; naval restricted . . .
(F.R. 10/22/85) 1/86

Page 91—Line 13/R; read:
§334.890 Pacific Ocean off Point Loma, Calif.; . . .
(F.R. 10/22/85) 1/86

Page 91—Line 32/R; read:
§334.900 Pacific Ocean, U.S. Marine Corps Base, . . .
(F.R. 10/22/85) 1/86

Page 91—Line 57/R; read:
§334.910 Pacific Ocean, Camp Pendleton Boat . . .
(F.R. 10/22/85) 1/86

Page 92—Line 11/L; read:
§334.920 Pacific Ocean off the east coast of San . . .
(F.R. 10/22/85) 1/86

Page 92—Line 40/L; read:
§334.980 Pacific Ocean around San Nicolas Island, . . .
(F.R. 10/22/85) 1/86

Page 93—Line 25/L; read:
§334.990 Long Beach Harbor, Calif.; naval restricted . . .
(F.R. 10/22/85) 1/86

Page 93—Lines 37–41/L; read:
§334.1000 (a) San Francisco Bay north of Alcatraz Island; submarine operating area–(1) The area. Bounded as follows: North . . .
(F.R. 10/22/85) 1/86

Page 93—Lines 55–57/L; read:
§334.1010 San Francisco Bay in vicinity of Hunters Point; naval restricted area–(1) The area. Bounded . . .
(F.R. 10/22/85) 1/86

Page 93—Lines 14–18/R; read:
§334.1020 San Francisco Bay and Oakland Inner Harbor; restricted areas in vicinity of Naval Air Station, Alameda–(1) The areas. (i) The waters of San . . .
(F.R. 10/22/85) 1/86

Page 93—Lines 39–41/R; read:
§334.1030 Oakland Inner Harbor adjacent to Alameda Facility, Naval Supply Center, Oakland; restricted area–(1) The area. Within 100 feet of the Alameda . . .
(F.R. 10/22/85) 1/86

Page 93—Lines 47–48/R; read:
§334.1040 Oakland Harbor in vicinity of Naval Supply Center, Oakland; restricted area and navigation–(1) . . .
(F.R. 10/22/85) 1/86

Page 94—Lines 1–3/L; read:
§334.1050 Oakland Outer Harbor adjacent to the Military Ocean Terminal, Bay Area, Pier No. 8 (Port of Oakland Berth No. 10); restricted area–(1) The area.
(F.R. 10/22/85) 1/86

Page 94—Lines 9–10/L; read:
§334.1060 Oakland Outer Harbor adjacent to the Oakland Army Base; restricted area–(1) The area. Within . . .
(F.R. 10/22/85) 1/86

(continued on next page)

Page 94—Lines 16–18/L; read:

§334.1070 San Francisco Bay between Treasure Island and Yerba Buena Island; naval restricted area–(1) The area. All the waters of the cove bounded . . .

(F.R. 10/22/85) 1/86

Page 94—Lines 33–34/L; read:

§334.1080 San Francisco Bay adjacent to northeast corner of Treasure Island; naval restricted area–(1) The . . .

(F.R. 10/22/85) 1/86

Page 94—Lines 50–51/L; read:

§334.1090 San Francisco Bay in vicinity of NSC Fuel Department, Molate Point; restricted area–(1) The . . .

(F.R. 10/22/85) 1/86

Page 102—Lines 7–8/L; read:

§207.750 Puget Sound Area, Wash. (a) Lake Washington Ship Canal; use administration, . . .

(F.R. 10/22/85) 1/86

Page 105—Lines 32–34/L; read:

§334.1230 Port Orchard; naval restricted area–(1) The . . .

(F.R. 10/22/85) 1/86

Page 105—Line 48/L; read:

§334.1240 Sinclair Inlet; naval restricted area. (1) Area . . .

(F.R. 10/22/85) 1/86

Page 105—Lines 54–55/R; read:

§334.1250 Carr Inlet. Naval Restricted Areas–(1) The . . .

(F.R. 10/22/85) 1/86

Page 107—Lines 3–4/L; read:

§334.1260 Dabob Bay, Whitney Point, Naval Restricted Area–(1) The area. Beginning at the high water line . . .

(F.R. 10/22/85) 1/86

Page 107—Lines 17–18/L; read:

§334.1270 Port Townsend, Indian Island, Walan Point, Naval Restricted Area–(1) The area. The waters of . . .

(F.R. 10/22/85) 1/86

Page 107—Line 38/L; read:

§334.1400 Pacific Ocean, at Barbers Point, Island of . . .

(F.R. 10/22/85) 1/86

Page 107—Line 15/R; read:

§334.1410 Pacific Ocean, at Makapuu Point. Waimanalo, . . .

(F.R. 10/22/85) 1/86

Page 94—Lines 62/L–2/R; read:

§334.1100 San Pablo Bay, Carquinez Strait and Mare Island Strait in vicinity of U.S. Naval Shipyard, Mare Island; restricted area–(1) The area. The waters . . .

(F.R. 10/22/85) 1/86

Page 94—Lines 18–20/R; read:

§334.1110 Suisun Bay at Naval Weapons Station, Concord; restricted area–(1) The area. Beginning at a . . .

(F.R. 10/22/85) 1/86

Page 94—Lines 37–41/R; read:

§207.640 Sacramento Deep Water Ship Channel Barge Lock and Approach Canals; use, administration and navigation–(1) General. The lock, its approach channels . . .

(F.R. 10/22/85) 1/86

Page 101—Lines 28–30/L; read:

§334.1200 Strait of Juan de Fuca, eastern end; off the westerly shore of Whidbey Island; naval restricted area–(1) Area No . . .

(F.R. 10/22/85) 1/86

(continued on next page)

Page 101—Lines 54–56/L; read:
§334.1210 Admiralty Inlet, entrance; naval restricted area–(1) The area. Beginning at Point Wilson Light . . .
(F.R. 10/22/85) 1/86

Page 101—Line 29/R; read:
§334.1220 Hood Canal, Bangor, Naval Restricted Areas–(1) . . .
(F.R. 10/22/85) 1/86

Page 118—Line 19/L; read:
waters. (See 334.860, 334.870, 334.880, and 334.890, chapter 2, for limits and regulations.) In . . .
(F.R. 10/22/85) 1/86

Page 119—Lines 19–20/L; read:
included in **restricted areas**. (See 334.880 and 334.890, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 119—Line 12/R; read:
North Island. (See 334.870, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 124—Line 34/R; read:
reservation. (See 334.910, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 124—Line 39/R; read:
334.900, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 127—Line 18/L; read:
334.930, chapter 2, for regulations governing passage.)
(F.R. 10/22/85) 1/86

Page 130—Line 38/L; read:
Naval Base Mole. (See 334.990, chapter 2, for limits . . .
(F.R. 10/22/85) 1/86

Page 138—Line 57/L; read:
Vicente. (See 334.940, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 141—Line 10/L; read:
334.970, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 147—Line 51/R; read:
rocket fire. (See 334.920, 334.950, 334.960, and 334.970, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 148—Line 33/L; read:
334.950, chapter 2, for limits and regulations.) The . . .
(F.R. 10/22/85) 1/86

Page 148—Line 59/L; read:
334.920, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 148—Line 42/R; read:
West Cove. (See 334.960, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 150—Line 33/R; read:
shoreline around the island. (See 334.980, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 153—Line 35/R; read:
and extends into San Miguel Passage. (See 334.1140, . . .
(F.R. 10/22/85) 1/86

Page 156—Line 32/R; read:
334.1130, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 163—Line 59/L; read:
334.1150, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

(continued on next page)

Page 177—Line 47/L; read:
Island. (See 334.1000, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 177—Line 29/R; read:
Buena Island. (See 334.1070 and 334.1080, chapter 2, for . . .
(F.R. 10/22/85) 1/86

Page 182—Line 14/L; read:
restricted area is offshore. (See 334.1010, chapter . . .
(F.R. 10/22/85) 1/86

Page 189—Line 5/L; read:
Oakland Army Base. (See 334.1050 and 334.1060, . . .
(F.R. 10/22/85) 1/86

Page 189—Line 13/L; read:
Francisco. (See 334.1040, chapter 2, for regulations . . .
(F.R. 10/22/85) 1/86

Page 189—Line 36/L; read:
Station. (See 334.1020 and 334.1030, chapter 2, for limits . . .
(F.R. 10/22/85) 1/86

Page 196—Line 29/R; read:
Richmond–San Rafael Bridge. (See 334.1090, chapter . . .
(F.R. 10/22/85) 1/86

Page 201—Line 26/L; read:
central part of the bay. (See 334.1160, and 334.1170, . . .
(F.R. 10/22/85) 1/86

Page 201—Line 47/L; read:
included in a **restricted area**. (See 334.1100, . . .
(F.R. 10/22/85) 1/86

Page 204—Line 30/R; read:
closed to navigation. (See 334.1110, chapter 2, for . . .
(F.R. 10/22/85) 1/86

Page 210—Line 44/L; read:
600 feet, 86 feet wide, 13 feet deep. (See 207.640, . . .
(F.R. 10/22/85) 1/86

Page 288—Line 53/R; read:
range is W of Smith Island. (See 334.1180, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 288—Line 63/R; read:
upland of farm and wooded areas.

Naval restricted areas are adjacent to the northernmost part of the W shore of Whiby Island. (See 334.1200, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 293—Lines 27–30/L; read:
strewn by logs.
(F.R. 10/22/85) 1/86

Page 319—Line 55/R; read:
(See 334.1270, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 320—Line 48/L; read:
Foulweather Bluff. A **naval restricted area** is at the N entrance of Admiralty Inlet, extending W and NW from Admiralty Head. (See 334.1210, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 347—Line 2/L; read:
area. (See 334.1220, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

(continued on next page)

Page 347—Line 14/L; read:
Canal. (See 334.1190, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 347—Line 5/R; read:
boat or surveillance aircraft. (See 334.1190, chapter . . .
(F.R. 10/22/85) 1/86

Page 347—Line 8/R; read:
334.1260, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 349—Line 15/L; read:
attracted to the boat noises. (See 334.1230, chapter . . .
(F.R. 10/22/85) 1/86

Page 350—Line 13/R; read:
334.1240, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 360—Line 50/R; read:
Inlet. (See 334.1250, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 401—Lines 29–30/R; read:
entrance to Pearl Harbor. (See 334.1360, 334.1370, and 334.1400, chapter 2, for limits and regulations.)
(F.R. 10/22/85) 1/86

Page 402—Line 50/R; read:
sector N of Kaena Point. (See 334.1350, chapter 2, for . . .
(F.R. 10/22/85) 1/86

Page 405—Line 34/L; read:
NNE from Mokapu Point. (See 334.1380, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 405—Line 53/R; read:
offshore. (See 334.1410, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 410—Line 31/L; read:
Point. (See 334.1390, chapter 2, for limits and . . .
(F.R. 10/22/85) 1/86

Page 413—Line 32/R; read:
target is centered on Kaula. (See 334.1340, chapter 2, . . .
(F.R. 10/22/85) 1/86

Page 80—Line 45/L; read:
without the permission of the Captain of the Port.

§165.T1104 Security zone: San Diego Bay, California.

(a) Location: The following area is a security zone: The water area adjacent to Naval Air Station North Island, Coronado, California, and within 100 yards (91.5 meters) of the Cruiser (J–K) Pier and within 300 yards (275 meters) of the Carrier (L–P) Pier, described as follows: From a point on the shoreline of Naval Air Station North Island, on North Island, Coronado, California, at latitude 32°42′47.5″N., longitude 117°11′25.0″W. (Point A), for a place of beginning; thence northeasterly to latitude 82°42′52.0″N., longitude 117°11′21.5″W. (Point B); thence southeasterly to latitude 32°42′44.5″N., longitude 117°11′11.0″W. (Point C); thence southerly to latitude 32°42′31.0″N., longitude 117°11′16.4″W. (Point D); thence southeasterly to latitude 32°42′21.4″N., longitude 117°10′44.5″W. (Point E); thence southerly to latitude 32°42′12.8″N., longitude 117°10′47.8″W. (Point F); thence generally northwesterly along the shoreline of Naval Air Station North Island to the place of beginning (Point A).

(b) Effective Date: This regulation becomes effective on December 5, 1985. It terminates on April 5, 1986.

(continued on next page)

(c) Regulations: In accordance with the general regulations in 165.33 of this Part, entry into the area of this zone is prohibited unless authorized by the Captain of the Port or the Commanding Officer, Naval Air Station North Island. Section 165.33 also contains other general requirements.
(F.R. 12/23/85) 7/86

Page 122—Line 52/L; read:
diamond-shaped markers.

Across the bay from Harbor Island just N of Coronado is a **security zone**. (See 165.T1104, chapter 2, for limits and regulations.)
(F.R. 12/23/86) 7/86

Page 26—Line 13/L; read:
Part 334, Danger Zones and Restricted Area Regulations; and from **Title 36,** . . .
(F.R. 10/22/85) 4/86

Page 26—Line 25/L; read:
165); U.S. Army Corps of Engineers (33 CFR 334); . . .
(F.R. 10/22/85) 4/86

Page 41—Line 42–43/R; read:
Part 334-Danger Zones and Restricted Area Regulations
§334.1310 Lutak Inlet. Alaska; restricted areas.
(F.R. 10/22/85) 4/86

Page 79—Line 24/L; read:
from 10 to 50 fathoms except for a 3½-fathom spot near midchannel in the NE part of the pass. A private . . .
(44/85 CG17) 4/86

Page 104—Line 12/R; read:
Entrance Light 1 (56°02.9′N., 132°51.7′W.), 27 feet . . .
(44/85 CG17) 4/86

Page 148—Line 13/L; read:
Point, is marked by **Lemon Point Rock Light** . . .
(41/85) 4/86

Page 172—Line 11/R; read:
miles E of The Twins. A 3-fathom spot was reported on the N side of Hobart Bay about 1.1 miles WNW of Entrance Island in about 57°25′05″N., 133°28′50″W. A light about 0.3 mile . . .
(44/85 CG17) 4/86

Page 213—Line 6/R; read:
334.1310, chapter 2. for limits and regulations.)
(F.R. 10/22/85) 4/86

Page 60—Lines 36–37/L; read:
A branch, . . .
(CP 9-59/84) 6/85

Page 60—Line 40/L; read:
shoals that bare at low water.

Tide rips and strong currents have been observed at the entrance to Russell Fiord on both sides of Osier Island. Errors in charted depth of 1 to 5 feet may exist in the area E of longitude 139°30′ because of tidal differences between Yakutat Bay and Russel Fiord.
(CP 9-59/84) 6/85

Page 123—Line 52/R; read:
over the spit.Another light visible from seaward and show from atop a 37-foot water tank is about 0.1 mile WNW of Homer Spit Light in about 59°36′06″N., 151°24′36″W.
(47/84 CG17) 6/85

Page 134—Lines 33–34/L; read:
by a lighted **049°** range and a seasonal lighted buoy. The area surrounding the mouth of Kenai . . .
(47/84 CG17) 6/85

Page 140—Lines 56–57/R; read:
wharf 100 yards S of Kaiser Cement Corp. Anchorage Terminal Dock; 290 feet of berthing space; depth alongside, . . .
(PS 38/84) 6/85

Page 141—Line 17/L; read:
Alaska Aggregate Corp., doing business as Pacific Western . . .
(PS 38/84) 6/85

Page 143—Line 50/R; read:
the island and go to the head of the arm. Two mooring buoys are in the SE part of Discoverer Bay.
(46/84 CG17) 6/85

Page 214—Lines 54–59/L; read:
Humboldt Harbor. The S breakwater is marked by two lights; the N breakwater is marked at the S end by a light. in October 1984, the midchannel controlling depth in the entrance channel was 17 feet, thence in 1976, 18 feet was reported in the basin.
(BP 124163; NM 52/84; NOS 16553) 6/85

Page 360—Lines 58–60/R; read:
NMJ-3, Valdez, Alaska:
(49/84 CG17) 6/85

Page 32–Lines 5–8/L; read:
(c) Highway route controlled quantity radioactive material, as defined in 49 CFR 173.403(1), or Fissile Class III shipments of fissile radioactive material, as defined in 49 CFR 173.455(a)(3).
(F.R. 3/4/85; F.R. 3/8/85) 16/85

Page 220–Lines 10–13/R; read:
cove through a dredged channel. In October 1984, the controlling depth was 13 feet in the entrance channel and basin. The entrance channel is marked by . . .
(NM 6/85) 16/85

Page 339–Lines 23–25/L; read:
In September 1984, the controlling depth was 8 feet to the turning basin, thence, depths of 5 to 8 feet were available . . .
(NM 6/85) 16/85

Page 361–Lines 30–35/R; read:
KGD–91, Yakutat: 4125 kHz, 0900 and 1830 Y.s.t.

KCI–98, King Salmon: 4125 kHz, 1100 and 1700 Y.s.t.; seasonal April through October.

KCI–95, Cold Bay: 4125 kHz, 1300 and 2300 Y.s.t.; 2512 kHz, 0800 and 2000 Y.s.t.

WBH–29, Kodiak: 4125 kHz, 0800 Y.s.t. (1 hour earlier during daylight saving time), and 1800 Y.s.t. (1 hour earlier during daylight saving time).
(MSC 15/84; CP 8–255/85) 16/85

CP-91

READER FICHE

Page 65—Line 53/R; read:
landfall. An aerolight is on . . .
(13/85 CG17) 24/85

Page 119—Lines 24–25/L; read:
during the strength of the tidal currents. In August 1984, the buoyed channel had a controlling depth 18 feet.
(BP 123496) 24/85

Page 19—Lines 61–62/L; read:
the small-boat basin had depths of 4 1/2 to 10 feet. The harbor provides moorage for 140 vessels; . . .
(BP 123495; CEM-Alaska/84) 24/85

Page 126—Lines 58–61/R; read:
November 1984, the controlling depth was 14 feet in the entrance channel, thence 14 to 20 feet in the SE part of the basin and 10 to 15 feet in the NW part with lesser depth toward the SW edge.
(CEM-Alaska/84; BPs 124492-93) 24/85

Page 150—Lines 26–27/L; read:
declared it their new home. A good small-craft anchorage . . .
(NOS/85; CEM-Alaska/84 24/85

Page 150—Line 32/L; read:
harbor entrance. The small-boat harbor has moorage for about 125 vessels. A graded landing field is here . . .
(CEM-Alaska/84 24/85

Page 151—Lines 8–10/L; read:
Shakmanof Point Light (56°55.6′N., 152°35.2′W.), 60 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark.
(17/85 CG17) 24/85

Page 65—Lines 32-35/L read:
master's discretion.
(NM-27/85) 33/85

Page 72—Line 30/L; read:
along the edges of the basin. In July 1985, a pinnacle rock, covered 6 1/2 feet, was reported in about the middle of the entrance to the basin about 75 yards E of the breakwater light. Water, electricity, . . .
(27/85 CG17) 33/85

Page 73—Lines 61-63/R; read:
Busby Island Light (60°53.8′N., 146°48.9′W.), 48 feet above the water and shown from a skeleton tower with a red and white diamond-shaped daymark.
(24/85 CG17) 33/85

Page 80—Lines 21-23/R; read:
Glacier Island Light (60°52.4′N., 147°05.4′W.), 38 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the E side of . . .
(27/85 CG17) 33/85

Page 86—Line 63/L; read:
the spit. In May 1985, a reef was reported at the entrance to Barry Arm in about 60°59′N., 148° 09′W. Offshore depths in Port Wells are 100 to 200 ft.
(21/85 CG17) 33/85

Page 155—Lines 23-24/R; read:
300 yards off the Kodiak Island shore. In June 1985, the City of Kodiak declared that vessels do not . . .
(26/85 CG17) 33/85

(continued on next page)

Page 155—Line 34/R; read:
14 (156.70 MHz), and 16 (156.80 MHz).

In June 1985, a fixed highway bridge with a design clearance of 101 feet was under construction over Kodiak Harbor, connecting Kodiak and Near Island.

(23/85 CG17; CP 9-158/85) 33/85

Page 173—Lines 31-33/R; read:
the point is foul. **Lighthouse Point Light 2** (58° 29.0′N., 152°39.0′W.), 60 feet above the water, is shown from a small house with a red triangular . . .

(27/85 CG17) 33/85

Page 177—Lines 4-6/R; read:
Raspberry Strait Light (58°09.6′N., 153°13.3′W.), 50 feet above the water, is shown from a small house with a red and white diamond-shaped daymark on a small grass-covered . . .

(27/85 CG17) 33/85

Page 177—Line 11/R; read:
Raspberry Strait Light on the NE side, is a . . .

(27/85 CG17) 33/85

Page 348—Lines 12-16/L; read:
radio station, and an airstrip. An aero radiobeacon (68°21.0′N., 166°47.2′W.) is about 1.4 miles NE of the tip of Point Hope.

(26/85 CG17) 33/85

Page 348—Line 21/L; read:
about 0.8 mile S of Point Hope and in 5 fathoms 0.5 miles . . .

(26/85 CG17) 33/85

Page 353—Line 29/L; read:
passages between Pingok and Cottle Islands. An artificial island is about 4.5 miles NNE of Cottle Island in about 70°35′05″N., 149°05′45″W.

(CP 9-353/85; CL 291/85) 33/85

Page 360—Lines 30-62/R; read:
Ak.s.t.

Adak, Alaska, 450 kHz, 1000 and 1930 H.A.s.t. (Remotely keyed by NOJ, Kodiak.)

Radiotelephone (VHF-FM channel 22A (157.10 MHz); control stations are given, followed by remote antenna sites.):

NMJ-2, Ketchikan, Alaska:

Gravina Island (55°22′N., 131°48′W.), 0615 and 1815 Ak.s.t.

Cape Decision (56°00′N., 134°08′W.), 0533 and 1733 Ak.s.t.

Zarembo Island (56°21′N., 132°52′W.), 0515 and 1715 Ak.s.t.

Sukkwan Island (55°06′N., 132°46′W.), 0515 and 1715 Ak.s.t.

Mary Island (55°05′N., 131°10′W.), 0533 and 1733 Ak.s.t.

NOU, Sitka, Alaska:

Mud Bay (57°09′N., 135°39′W.), on Kruzof Island, 0003, 0450, 1203, and 1533 Ak.s.t.

NMJ-1, Juneau, Alaska:

Cape Fanshaw (57°12′N., 133°28′W.), 0503 and 1703 Ak.s.t.

Mount Althorp (58°05′N., 136°24′W.), NE side of Lisianski Inlet, 0533 and 1903 Ak.s.t.

Mount Robert Barron (58°14′N., 134°50′W.), 0603 and 1803 Ak.s.t.

Yakutat (59°31′N., 139°46′W.), 0503 and 1703 Ak.s.t.

NMJ-3, Valdez, Alaska:

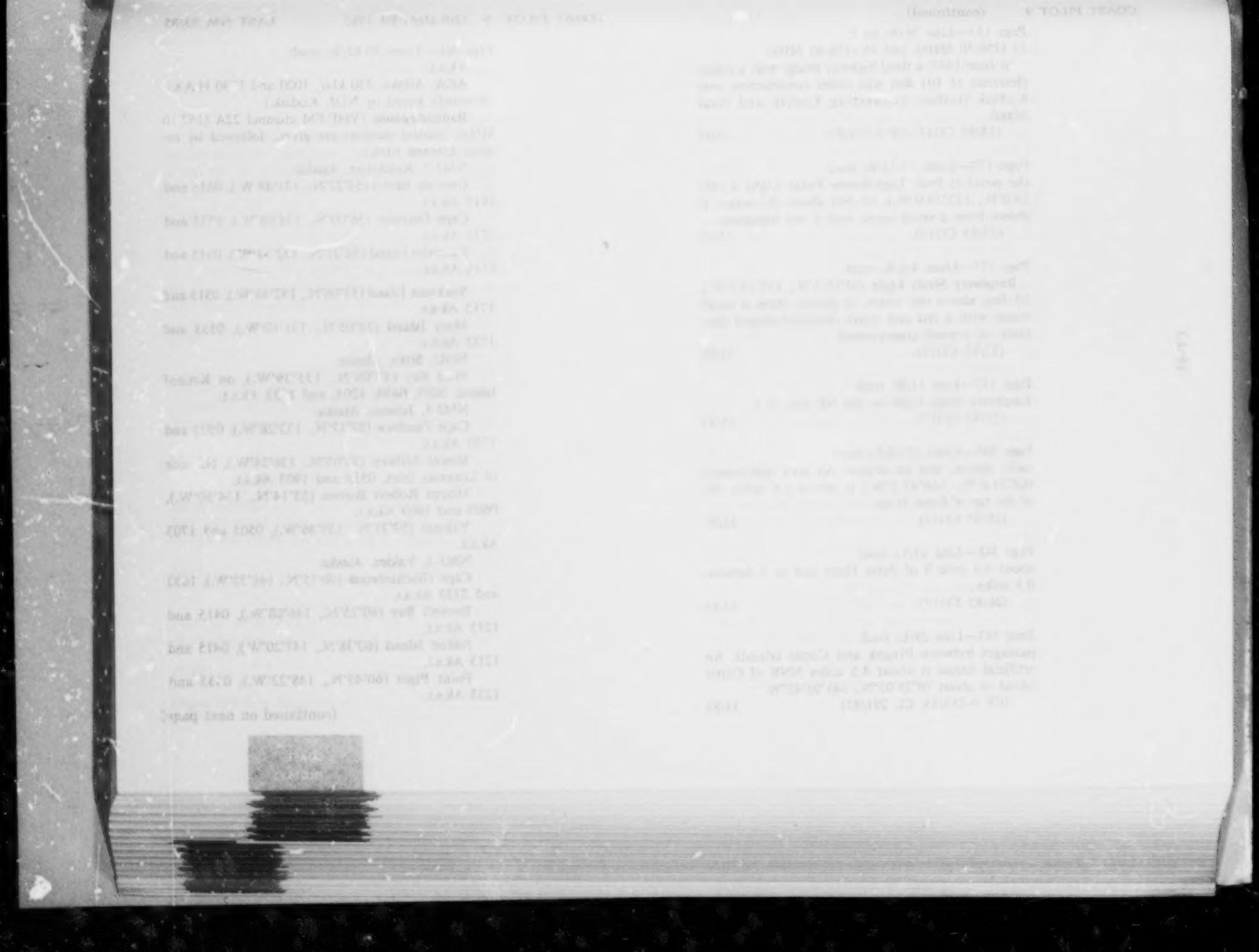
Cape Hinchinbrook (60°15′N., 146°39′W.), 1633 and 2233 Ak.s.t.

Boswell Bay (60°25′N., 146°08′W.), 0415 and 1215 Ak.s.t.

Naked Island (60°38′N., 147°20′W.), 0415 and 1215 Ak.s.t.

Point Pigot (60°49′N., 148°22′W.), 0433 and 1233 Ak.s.t.

(continued on next page)



COAST PILOT 9 (continued)

Valdez (61°08′N., 146°16′W.), 1615 and 2215 Ak.s.t.

NOJ, Kodiak, Alaska:

Diamond Ridge (59°42′N., 151°34′W.), about 4.3 miles NW of Homer Airport, 0533 and 1633 Ak.s.t.

Rugged Island (59°56′N., 149°24′W.), 0703 and 2033 Ak.s.t.

Site Summit (61°15′N., 149°32′W.), about 9.5 miles ENE of Anchorage, 0903 and 1733 Ak.s.t.

Narrow Cape (57°26′N., 152°25′W.), 0703 and 2033 Ak.s.t.

Pillar Mountain (57°47′N., 152°27′W.), 0533 and 1633 Ak.s.t.

Sitkinak Dome (56°33′N., 154°10′W.), 0903 and 1733 Ak.s.t.

Cape Gull (58°09′N., 154°09′W.), 0533 and 1633 Ak.s.t.

Tuklung Mountain (58°51′N., 159°27′W.), about 6 miles ENE of Kulukak Point, 0903 and 1733 Ak.s.t.

(CP 8-254/85) 34/85

Page 361—Lines 1-25/L; read:

Rescue Coordination Centers.-Listed below are . . .

(CP 8-254/85) 34/85

COAST PILOT 9 12th (Jan) Ed 1985 LAST NM 34/85

Page 50—Line 31/R; read:

71°20′N., 156°55′W.

Trans Alaska Pipeline System (TAPS) Routes.-Listed below are the U.S. nationally recommended routes for tankers transiting between Prince William Sound, Alaska, ports and U.S. west coast ports. These routes, established June 1985, will be shown on the appropriate NOS and DMAHTC charts as new editions are issued.

Prince William Sound ports to the Strait of Juan de Fuca.-From 60°12.2′N., 146°41.0′W., proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.

59°15.0′N., 144°25.0′W.

48°30.0′N., 130°00.0′W.

48°28.0′N., 124°59.0′W.

Return.-From 48°31.6′N., 124°59.0′W., proceed on rhumb lines through the following positions:

48°50.0′N., 129°10.0′W.

59°15.0′N., 144°03.5′W.

59°58.3′N., 145°30.6′W.

60°13.0′N., 146°39.8′W.

Prince William Sound ports to the San Francisco Northwest Approach.-From 60°12.2′N., 146°41.0′W., proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.

59°15.0′N., 144°25.0′W.

40°06.0′N., 127°05.0′W.

37°54.6′N., 123°05.3′W.

Return.-From 37°57.3′N., 123°03.2′W., proceed on rhumb lines through the following positions:

39°53.0′N., 126°31.5′W.

59°15.0′N., 144°03.5′W.

59°58.3′N., 145°30.6′W.

60°13.0′N., 146°39.8′W.

Prince William Sound ports to the vicinty of the approaches to Santa Barbara Channel.-From 60°12.2′N., 146°41.0′W., proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.

59°15.0′N., 144°25.0′W.

35°00.0′N., 123°23.0′W.

Return.-From 35°00′N., 123°00.0′W., proceed on rhumb lines through the following positions:

59°15.0′N., 144°03.5′W.

59°58.3′N., 145°30.6′W.

60°13.0′N., 146°39.8′W.

(CP 7-116/85 NM 25/85) 38/85

Page 2426—Lines 19-21/L; read:

Priest Rock . . .

(31/85 CG17) 38/85

Page 50—Line 31/R; read:
71°20′N., 156°55′W.
(This is to cancel amendment relating to Trans Alaska Pipelines System (TAPS) Routes to Coast Pilot 9. This was published in DMAHTC NM 38/85 and Commander, Seventeenth CG District LNM 36/85).
(CP 9-50/85) 51/85

Page 191—Line 33/L; read:
channel W of Jute Island has depths of 1 1/4 to 5 1/4 . . .
(41/85 CG17) 51/85

Page 243—Lines 40-43/L; read:
W of a line from Rocky Point to the city dock (53°54′15″N., 166°31′33″W.), because their anchor may be fouled on lost ground tackle on the bottom of the harbor. Anchorage . . .
(CP 9-243/85) 51/85

Page 283—Line 9/R; read:
the detached shoal area. A lighted bell buoy is about 300 . . .
(30/85 CG17) 51/85

Page 27—Lines 12-13/L; read:
Access Areas; Part 334, Danger Zones and Restricted Area Regulations.
(F.R. 10/22/85) 1/86

Page 27—Lines 23-24/L; read:
U.S. Army Corps of Engineers (33 CFR 334).
(F.R. 10/22/85) 1/86

Page 42—Lines 1-2/L; read:
Part 334-Danger Zones and Restricted Area Regulations
§334.1280 Bristol Bay, Alaska; air-to-air weapon . . .
(F.R. 10/2/85) 1/86

Page 42—Line 32/L; read:
§334.1290 In Bering Sea, Shemya Island Area, . . .
(F.R. 10/2/85) 1/86

Page 42—Line 55/L; read:
§334.1300 Blying Sound area, Gulf of Alaska, . . .
(F.R. 10/2/85) 1/86

Page 42—Lines 26-27/R; read:
§334.1320 Kuluk Bay, Adak, Alaska, naval restricted . . .
(F.R. 10/2/85) 1/86

Page 42—Line 45/R; read:
§334.1330 Bering Strait, Alaska; naval restricted . . .
(F.R. 10/2/85) 1/86

Page 100—Line 59/R; read:
practice area is in Blying Sound. (See **334.1300**, . . .
(F.R. 10/2/85) 1/86

Page 283—Line 44/L; read:
Bay beginning at Zeto Point. (See **334.1320**, chapter . . .
(F.R. 10/2/85) 1/86

Page 296—Line 53/R; read:
shore of Shemya Island. (See **334.1290**, chapter 2, . . .
(F.R. 10/2/85) 1/86

Page 306—Line 7/L; read:
the N part of Bristol Bay. (See **334.1280**, chapter 2, . . .
(F.R. 10/2/85) 1/86

Page 344—Line 1/R; read:
midway between Wales and the light. (See **334.1330**, . . .
(F.R. 10/2/85) 1/86

PUB 121 1Ed 1981 CHANGE 1
(DMAHTC) 22/84

PUB 122 NEW PUBLICATION
(DMAHTC Code NVP) 41/82

PUB 122 1Ed 1982 LAST NM 41/82
Page 229—Line 41/R; read:
Callao 48°39'S., 165°00'W.
(DMAHTCCode NVP) 49/83

PUB 122 1Ed 1982 LAST NM 49/83
Page 226—Lines 42-43/R; read:
Navigational Charts, Sheets and Tables (CATP2V10).
(DMAHTC Code NVP) 52/83

Page 227—Line 14/L; read:
CATP2V10). On this projection any straight line is
(DMAHTC Code NVP) 52/83

PUB 122 1Ed 1982 LAST NM 52/83
Page 234—Line 24/L; read:
Eastern Archipelago or Solomon Sea.

Caution.—Micronesian authorities advise that local fishermen in small canoes may be encountered in the following area within the Caroline Islands:

A. 8°20'N., 147°00'E.,
B. 8°20'N., 148°00'E.,
C. 7°30'N., 148°00'E.,
D. 7°00'N., 147°00'E.,
E. 7°15'N., 146°00'E.,
F. 7°40'N., 145°35'E.

Mariners should exercise prudence and caution when transiting this above area, especially during darkness or periods of reduced visibility.
(NVP 0007/84) 8/84

PUB 122 1Ed 1982 LAST NM 8/84
Page 26—Line 41/L; insert after:

Priority Signals.—In certain Australian ports, vessels of 35m (115 ft.) or more in length (less in some ports), when navigating within pilotage waters of the port and requiring priority or right of way over other vessels may display:

BY DAY: berthing or unberthing flag signals as precribed in the Port Authority By-laws:

AT NIGHT: Two lights mounted vertically 2m (6.5 ft.) apart, the upper being green, the lower, red.
(DMAHTC Code NVP) 30/84

PUB 122 1 Ed 1982 LAST NM 30/84

Page 24—Lines 23-24/R; read:
2. **Department of Transportation.**– Federal Sea Safety and Surveillance Center, Canberra, co-ordinate
(DMAHTC/NVPS) 4/85

Page 277—Lines 9-10/L; read:
Senior Co-ordinator, Federal Sea Safety and Surveillance Center (FSS and SC), in the Department of Transport.
(DMAHTC/NVPS) 4/85

Page 277—Line 16/L; read:
to the FSS and SC where a plot is maintained of the vessel's
(DMAHTC/NVPS) 4/85

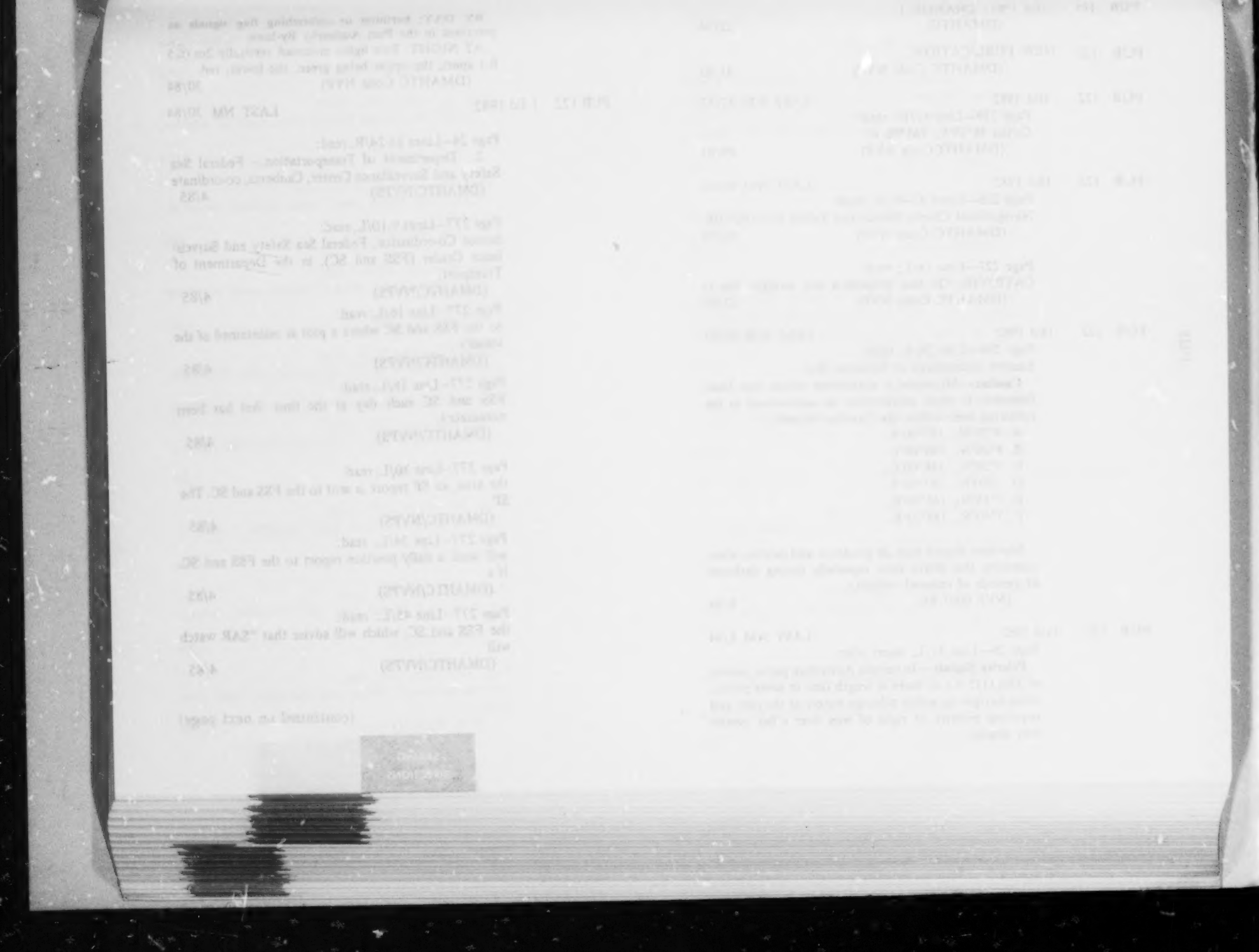
Page 277—Line 18/L; read:
FSS and SC each day at the time that has been nominated.
(DMAHTC/NVPS) 4/85

Page 277—Line 30/L; read:
the area, an SP report is sent to the FSS and SC. The SP
(DMAHTC/NVPS) 4/85

Page 277—Line 34/L; read:
will send a daily position report to the FSS and SC. If a
(DMAHTC/NVPS) 4/85

Page 277—Line 45/L: read:
the FSS and SC, which will advise that "SAR watch will
(DMAHTC/NVPS) 4/85

(continued on next page)



PUB 122 (continued)

Page 277—Line 23/R; read:
FSS and SC. The first PR is required within 24 hours
(DMAHTC/NVPS) 4/85

Page 277—Line 27/R; read:
mation contained in the PR will be used by the FSS and SC
(DMAHTC/NVPS) 4/85

Page 278—Line 15/L; read:
FR is sent to the FSS and SC. Under no circumstances
(DMAHTC/NVPS) 4/85

Page 278—Line 35/R; read:
from the ship to the FSS and SC to avoid delays associated
(DMAHTC/NVPS) 4/85

Page 278—Lines 41-42/R; read:
When at sea all reports are addressed "SEA SAFETY CANBERRA", and may be sent free of charge
(DMAHTC/NVPS) 4/85

PUB 123 2Ed 1983 NEW EDITION

Page 140—Line 22/L; read:
of **Rondeberg**, a coastal hill, 189m (620 ft.) high.
(DMAHTC Code NVP) 4/84

PUB 123 2Ed 1983 LAST NM 4/84

Page 20—Lines 16-14/R; read:
was reported dredged to 10m (33 ft.) in 1984.

Apapa Port.—The old Apapa quay is cabable of handling up to 20 loading and discharging vessels at a time. Depth of water at the main berths is 8.2m (27 ft.) In addition, about 35 mooring buoy berths, pool anchorages and jetties are available. The third wharf extension, located S of the existing Apapa quay along the Badagry Creek has a total quay length of 1,600m (5,250 ft.) of which 1,000m (3,281 ft.) is exclusively for containers and is well equipped with modern cargo handling equipment. The maximum draft alongside is 11.5m (37 ft.).

Tin Can Island Port.—Tin Can Island is situated W of Apapa and N of Badagry Creek in position 6°26'N., 3°21'E. It comprises a 2,500 (8,203 ft.) wharf with 10 berths. It is capable of handling between 10 and 15 vessels at a time. The maximum draft alongside is 11.5m (37 ft.).
(NVP 0003/84) 5/84

Page 21—Line 37/L; insert after:
However, vessels drawing up to 9.2m (30 ft.) can be accommodated subject to prior approval of the Chief Harbor Master, Lagos.
(NVP 0003/84) 5/84

Page 38—Line 20/L; insert after:
Onne Federal Lighterage Terminal and Federal Ocean Terminal (4°42'N., 7°10'E. and 4°42'N., 7°09'E.). One is a new major port under construction. It will handle mainly coal and iron ore.

Restrictions.—Draft at each berth depends on the tide: 4m (13 ft.) at LW and 6m (19 ft.) at HW. Vessels drawing more draft are required to lighten at Dawes Island to 5.2-5.7m (17-18 ft.) before entering the terminal.

Berthing.—There are 16 berths. Berths 1-13 are 75m (246 ft.) each. Berth 14 is 125m (410 ft.) long. Berth 15 is (492 ft.) long. Berth 16 is 70m (230 ft.) long.
(NVP 0003/84) 5/84

Page 40—Lines 39-40/L; read:
4 to 6 berths for ocean-going vessels with maximum alongside depths of 8m (26 ft.). The
(NVP 0003/84) 5/84

Page 40—Line 3/R; insert after:
The buoy berths can accommodate ten ocean-going coastwise vessels. Maximum draft at mid-stream anchor ages is 7m (23 ft.).

Radio.—Cable Port Harcourt or Lagos via Lagos Radio ETA 7, 4, 3 and 1 day prior to arrival. Master should also keep a listening watch on VHF channel 14.

(continued on next page)

PUB 123 (continued)

Restrictions.—The maximum recommended draft for vessels using this main line river port is 7m (23 ft.) and the channel is 150m (492 ft.) wide.
(NVP 0003/84) 5/84

PUB 123 2Ed 1983 LAST NM 5/84
Page 108—Line 21/L; read:
ular cone. A shart sand cone lies about 7 miles NNW of it,
(DMAHTC Code NVP) 8/84

Page 147—Line 17/R; read:
depth of 15m (50 ft.) lies in position 34°04.48'S., 18° 21.13'E.
(DMAHTC Code NVPS) 8/84

PUB 123 2Ed 1983 LAST NM 8/84
Page 119—Line 5/R; read:
A recent report shows that the seabed in approximate position 27°00'S., 15°13'E. is covered in kelp and does not provide good anchor holding ground. A diligent anchor watch should be maintained at all times.
(DMAHTC Code NVPS) 14/84

PUB 123 2Ed 1983 LAST NM 14/84
Page 141—Line 51/L; insert after:
Passage Prohibited.—In the close vicinity NNW of Green Point Light (33°54.1'S., 18°24'E.) passage is prohibited. Mariners are cautioned that extensive works are constantly in progress within the area.
(DMAHTC Code NVP) 16/84

PUB 124 2Ed 1983 NEW EDITION
Page 26—Line 9/L; insert after:
Pilotage.—Pilots embark and disembark at the anchorage off Porto de Santana (Page 19). ETA at Barra Norte is required 72 hours in advance.

Anchorage.—Vessels awaiting a berth anchor W of the mouth of Rio Trombetas. Vessels may not enter the river until permission is given because of restrictions on passing vessels leaving.

Berths.—The loading berth consists of a pier, four dolphins and four mooring buoys. Draft is restricted to 11.3m (37 ft.) from January to July and 11m (36 ft.) from August to December. There is a tanker berth upstream and a general cargo wharf downstream from the terminal.

There is one tug available.
(38(Sec IV)83 Taunton) 4/84

Page 321—Line 27/L; insert after:
PORTO TROMBETAS 1°28'S., 56°23'W. 2°26'
(DMAHTC Code NVPS) 4/84

PUB 124 2Ed 1983 LAST NM 4/84
Page 173—Lines 19-20/R; delete.
(22(183)83 Buenos Aires) 6/84

PUB 124 2Ed 1983 LAST NM 6/84
Page 243—Line 32/L; insert after:
Caution.—Mine clearance work within the Falkland Islands coastal waters has been completed and hazards to shipping have been marked; restrictions on vessels entering these waters imposed during the recent hostilities have, therefore, been lifted, with the exception of special arrangements for Argentine registered vessels wishing to enter a zone 150 nautical miles around the islands. However, the possibility remains of discovering hazards to navigation in the future. Mariners wishing to transit these waters or to enter Falkland Island harbors are advised to contact the Queen's Harbor Master, Port Stanley, on VHF Channel 16.
(DMAHTC Code NVPS) 14/84

PUB 124 2 Ed 1983 LAST NM 14/84

Page 271—Line 10/L; read:
arm. Fox Bay East Settlement is the port of entry to West Falkland Island for vessels over 15 tons. Vessels under 15 tons should report to Stanley for clearance.
(DMAHTC/NVPS) 7/85

PUB 125 2Ed 1985 NEW EDITION
(DMAHTC) 15/85

PUB 126 2Ed 1985 NEW EDITION
(DMAHTC) 38/85

Page 110—Lines 41-43/L; read:
emergency. Permits must be obtained from the Refuge Manager, Hawaiian/Pacific Islands, National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., P.O., Box 50167, Honolulu, Hawaii 96850.
(DMAHTC/HNNP) 38/85

Page 110—Lines 24-26/R; read:
emergency, Permits must be obtained from the Refuge Manager, Hawaiian/Pacific Islands, National Wildlife Refuge Complex, U.S. Fish and Wildlife Service, 300 Ala Moana Blvd., P.O., 50167, Honolulu, Hawaii 96850.
(DMAHTC/HNNP) 38/85

PUB 126 2Ed 1985 LAST NM 38/85
Page 343—Lines 48-50/R; strike out.
(3/82 CG14) 8/86

PUB 127 2 Ed 1985 NEW EDITION

(DMAHTC) 14/85

Page 15—Line 20/R; read:
Clearing marks.-Black Pyramid
(DMAHTC/NVPS) 14/85

Page 27—Line 38/L; read:
(898.9 ft.) long, and has accommodated a
(DMAHTC/NVPS) 14/85

Page 27—Line 52/L; read:
10.7m (35 ft.) alongside. Berths B, C, and D are used
(DMAHTC/NVPS) 14/85

Page 68—Lines 21-25/R; read:
rocky. **Anchorage** with holding ground reported good, is available in Foster Inlet. The anchorage in the lee of Maclean Island provides excellent protection in E gales.
(DMAHTC/NVPS) 14/85

Page 83—Line 6/L; insert after:
Kelly Channel is marked by beacons and buoys as far as the deepwater portion of Macquarie Harbor.
(DMAHTC/NVPS) 14/85

Page 105—Line 41/R; read:
Seahorse Shoal, a group of steep-to patches with
(DMAHTC/NVPS) 14/85

Page 116—Line 40/R; read:
(3 fm) patch, nearly ¦ mile off Flora Point (35°00′N.,
(DMAHTC/NVPS) 14/85

Page 123—Line 51/R; read:
Lower High Water. The currents set in and out of the entrance at the rate of 1 1/2 knots.
(DMAHTC/NVPS) 14/85

Page 125—Lines 12-20/R; read:
Anchorage is prohibited within the limits of the port.
(DMAHTC/NVPS) 14/85

Page 141—Lines 50-55/R; strike out.
(DMAHTC/NVPS) 14/85

Page 349—Line 40/L; read:
219°; when Mount Bornett bears 271°, steer for it on
(DMAHTC/NVPS) 14/85

Page 357—Lines 8-9/R; strike out.
(DMAHTC/NVPS) 14/85

PUB 127 2Ed 1985 LAST NM 14/85
Page 349—Line 40/L; read:
219°; when Mount Burnett bears 271°, steer for it on
(DMAHTC/NVPS) 17/85

PUB 127 2Ed 1985 LAST NM 17/85
Page 158—Lines 8-10/R; read:
The channels through Moreton Bay, although well marked, require extensive local knowledge. Strong cross-channel sets are experienced in many portions of the bay, and must be guarded against.
(DMAHTC/NVPS) 18/85

PUB 127 2Ed 1985 LAST NM 18/85

Page 192—Lines 33-34/L; read:
Route.
(DMAHTC/HNNP) 31/85

Page 192—Lines 42-48/L; read:
ities before attempting passage. Pilotage is available on an around-the-clock basis, and should be ordered via **"Torres Sydney"** at least four days in advance, confirming the vessels ETA at the boarding ground 24 hours before arrival to **"Torres Macay"**. Pilots will board via launch, or helicopter if the vessel is fitted with a helipad, at the boarding ground located at 19°47′S., 150°24′E, just E of the entrance range. Preference as to the method of boarding the pilot should be indicated to "Torres Sydney" when requesting pilotage.
(DMAHTC/HNNP) 31/85

Page 211—Line 29/R; insert after:
Caution.–A reef has been reported to exist in the vicinity of the pilot boarding ground. Vessels are urged to exercise caution when in the vicinity, and to contact local authorities for further information.
(DMAHTC/HNNP) 31/85

PUB 127 2Ed 1985 LAST NM 31/85

Page 365—Line 12/R; read:
from the signal station. Pilots board vessels from a launch 2.15 miles N of Westport (West Breakwater) directional light. In the event of a pilot being
31(172)85 Auckland 38/85

PUB 127 2Ed 1985 LAST NM 38/85

Page 29—Lines 39-54/R; read:
Explosives Anchorage Area.–An explosives anchorage area is available centered on the position 37° 56′S., 144°51′E. and is best seen on the appropriate chart.
28(419)85 Sydney 40/85

Page 30—Lines 1-2/L; strike out.
28(419)85 Sydney 40/85

Page 93—Line 21/R; read:
phins. Depth at the berth is 11.0m (36 ft.). A second wharf is under construction close N to the existing wharf and is expected to be completed by December 1986.
(17(259)T, 31(469)85 Sydney) 40/85

Page 129—Line 42/R; insert after:
Caution–Hazardous operations involving explosives are conducted regularly in Naval Waters. Vessels are warned not to remain in the vicinity of warships and ammunition barges displaying the International Code Flag BRAVO.
(30(443)85 Sydney) 40/85

Page 365—Line 2/L; read:
ing to proceed. The bar had a charted depth of 1.2m (4 ft.) on the entrance range in 1985. The harbor tide gauge shows auto-
(DMAHTC/HNNP) 40/85

PUB 127 2Ed 1984 LAST NM 40/85

Page 166—Line 53/R; insert after:
Port Limits.–The Rockhampton port limit extends from the E tip of Cattle Point to the N tip of Arch Rock and then to the NW extremity of Cape Keppel.
(34(526)85 Sydney) 42/85

Page 199—Line 47/L; read:
Regulations-Port Limits.–The port limits are described by a line drawn from the N tip of Cape Edgecombe to the N tip of Cape Gloucester. Vessels subject to quarantine
(33(529)85 Syndey) 42/85

PUB 127 2Ed 1985 LAST NM 42/85

Page 28—Line 39/L; insert after:
Radio Reporting Points.–Both inward and outward bound vessels are required to communicate with "Harbor Control" at specific radio reporting points, best seen on the appropriate chart.
(DMAHTC/HNNP) 47/85

(continued on next page)

PUB 127 (continued)

Page 29—Line 12/L; insert after:

The direction of traffic flow within the Precautionary area in the approaches to Melbourne, may be recommended as follows:

1. When entering, transiting and leaving the Precautionary Area, vessels at all times should keep to eastward when inward bound, and to westward when outward bound.

2. Any inward bound vessel shall not impede:

(a) any vessel using the Port Melbourne or Williamstown Channels.

(b) any vessel which is outward bound, which is within, or which is about to enter the Precautionary Area.

3. Vessels, when inward bound, may use the area to the E of the Port Melbourne Channel. Yachts and other small craft should keep to the E of the Port of Melbourne Authority eartern boundary at all times.

(DMAHTC/HNNP) 47/85

PUB 127 2Ed 1985 LAST NM 47/85

Page 27—Line 6/L; insert after:

Precautionary Area.—A precautionary area has been established in the waters encompassing the Port Melbourne Channel, and is best seen on the appropriate chart. See "Signals" and "Regulations" for furhter details.

(DMAHTC/HNNP) 48/85

PUB 127 2Ed 1985 LAST NM 48/85

Page 246—Lines 19–21/L; read:

3 miles SW of Bramble Cay Light. Temporary anchorage in 37m (20 fm)

(48(795)83 Sydney) 8/86

PUB 130 3 Ed 1981 CHANGE 1

(DMAHTC) 23/84

PUB 130 3Ed 1981 LAST CHANGE 1 LAST NM 23/84

Page 19—Line 2/L; insert after:

The following regulations apply to all vessels entering Libyan territorial waters, and all vessels wishing access to Libyan ports, as of June 1, 1985.

1. The ports available to commercial shipping shall be those on the Libyan coast between Abu Kammash (33°05′N., 11°49′E.) and Marsa Tubrug (Tobruch) (32°05′N., 23°59′E.).

2. Vessels wishing to enter Libyan ports shall motify Libyan authorities in writing, or by telegram during official office hours, at least 24 hours prior to entering Libyan territorial waters. The message indicating the intent to enter Libyan waters shall contain the following information:

A. Flag
B. Nationality
C. Port of destination
D. Type of cargo
E. Shipping agent
F. Date of arrival
G. Duration of stay
H. Port of origin
I. Approach route from sea to Libyan port of call
J. Port of call after leaving Libyan waters.

3. Vessels shall adhere to the prevailing regulations of the Libyan government, especially when observing the territorial waters of the Gulf of Sidra (see below).

4. Vessels shall have a complete and servicable wireless communications set while in Libyan waters, and shall insure that a continuous watch is maintained on VHF Channel 16. Port authorities may be contacted on VHF Channels 11, 12, and 16.

5. A vessel shall be prohibited from entering Libyan waters if the requirements of articles 2 through 4 are not met. Vessels shall be prohibited from sailing from one port to another without prior permission and radar operating, while in Libyan ports.

6. Commerical vessels shall be granted the right of innocent passage through Libyan territorial waters from sunrise to sunset only, provided that Libyan authorities are informed at least 12 hours prior to entry with the following information:

A. Port of entering Libyan waters (Latitude and Longitude).

(continued on next page)

B. Course, speed, and duration of stay within Libyan waters.

C. Point of departure from Libyan waters (Latitude and Longitude).

7. Vessels shall anchor only within the anchorage areas shown on the appropriate chart.

8. Vessels shall refrain from dumping refuse or fuel which may cause water pollution.

9. Vessels shall refrain from entering or approaching prohobited zones (see Chapter 3).

10. Vessels violating the prevailing laws of the Libyan government will be subject to punitive penalties against herself, her master, agent, and charterer. Actions against such vessels or individuals may exceed the seizing of passports and detention of the vessel, to opening fire on the vessel, and forcing her to obey the orders of the Libyan Arab Fleet.

Libya generally claims all waters up to 12 miles off her coasts, except in the Gulf of Sidra. Libya claims all of the Gulf of Sidra S of 32°30′N, as internal waters.

The regulations cited above are published solely in the interest of navigational safety, and does not, in any way, constitute acceptance, or acknowledgement of the validity of such regulations by the United States Government.

(HNNP0018/85) 24/85

Page 121–Line 32/R; insert after:

Prohibited Areas.– The following areas are prohibited to all vessels, and are defined by the following points:

Area A: 32°52.78′N., 13°24.46′E. 32°57.67′N., 13°18′E. 32°53.82′N., 13°22.3′E.

Area B; 32°53.7′N., 13°20.61′E. 32°55.93′N., 13°18′E. 32°55.93′N., 13°18′E. 32°55.93′N., 13° 15′E. 32°54.45′N., 13°15′E.

Area C: 31°09'N., 19°42'E. 31°09'N., 19°19'E. 31°56'N., 19°42'E. 31°56'N., 19°19'E.

Area D: 32°58′N., 13°06′E. 32°53′N., 13°06′E. 32°58′N., 12°48′E. 32°58′N., 12°44′E.

See Chapter 1 for regulations pertaining to prohibited areas.

(HHNP0018/85) 24/85

Page 121—Lines 39-42/R; strike out.

(DMAHTC/HNNP) 24/85

PUB 130 3Ed 1981 LAST CHANGE 1 LAST NM 24/85

Page 19—Line 2/L; insert after:

The following regulations apply to all vessels entering Libyan territorial waters, and all vessels requesting access to Libyan ports.

1. Vessels required to enter Libyan waters shall notify the local authorities at her intended arrival port in writing, or by telegram during official office hours, at least 24 hours prior to entering such waters. The message indicating the intent to enter Libyan waters shall contain the following information:

A. Name and nationality of vessel.

B. Quantity and type of cargo aboard.

C. The vessel's agent in Libya.

D. ETA (Date and hour).

E. Port of departure.

F. Approach route and speed from sea to Libyan port of call.

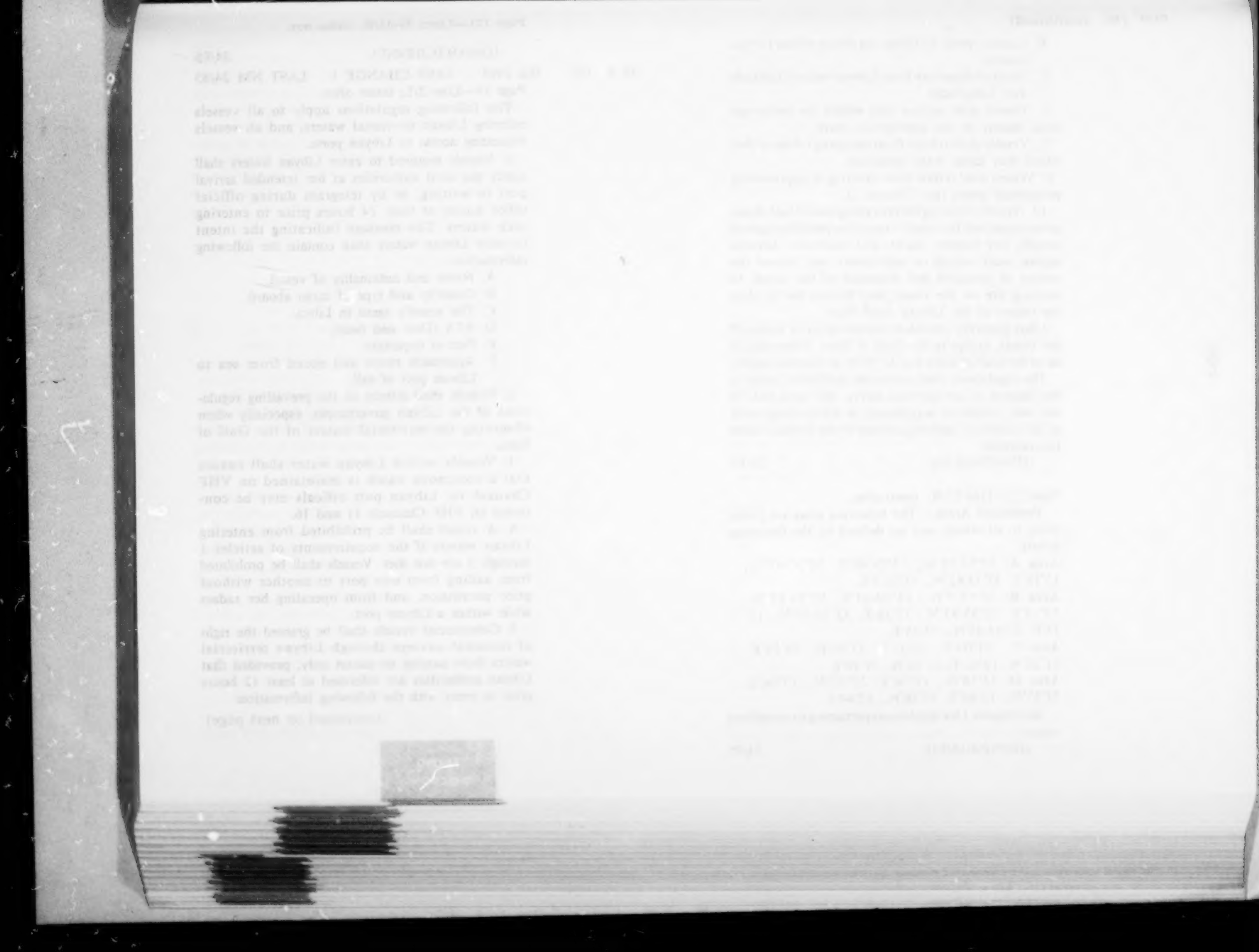
2. Vessels shall adhere to the prevailing regulations of the Libyan government, especially when observing the territorial waters of the Gulf of Sidra.

3. Vessels within Libyan water shall ensure that a continous watch is maintained on VHF Channel 16. Libyan port officals may be contacted on VHF Channels 11 and 16.

4. A vessel shall be prohibited from entering Libyan waters if the requirements of articles 1 through 3 are not met. Vessels shall be prohibited from sailing from one port to another without prior permission, and from operating her radars while within a Libyan port.

5. Commercial vessels shall be granted the right of innocent passage through Libyan territorial waters from sunrise to sunset only, provided that Libyan authorities are informed at least 12 hours prior to entry with the following information:

(continued on next page)



PUB 130 (continued)

A. Point of entering Libyan waters (Latitude and Longitude.)

B. Course, speed, and duration of stay within Libyan waters.

C. Point of departure from Libyan waters (Latitude and Longitude).

6. Vessels shall anchor only within approved anchorage areas.

7. Vessels shall refrain from approaching or entering prohibited zones.

8. Vessels shall strictly adhere to the prevailing Libyan and International Regulations concerning pollution.

9. Vessels voilating these regulations and the prevailing law of the Libyan government will be subject to punitive penalties.

See Pub. 132, Sailing Directions (Enroute) for the Eastern Mediterranean, and the appropriate chart for details on approved anchorages.

Libya generally claims all waters up to 12 miles off her coasts as her territorial sea, while also claiming all of the Gulf of Sidra S of 32°30′N, as internal waters. Current information on territorial sea claims may be found in the latest Notice to Mariners.

The regulations and limits cited above are published solely in the interest of navigational safety, and do not, in any way, consitute acceptance, or acknowledgement of the validity of such regulations by the United States Government.

(HNNP0018/85) 4/86

Page 121—Line 32/R; Strike out: insert after.
(This notice supersedes correction Page 121–Line 21/R; given in 24/85.)

(HNNP0018/85) 4/86

Page 110—Line 32/L; insert after:

An undesignated area bounded by the following points:

31°09′N., 19°42′E.
31°09′N., 19°19′E.
31°56′N., 19°19′E.
31°56′N., 19°42′E.

(HNNP0018/85) 4/86

PUB 131 3Ed 1983 NEW EDITION

Page 178—Lines 53-56/L; read:

Caution.—Vessels awaiting berth at Savona or Rada di Vado are advised not to anchor within the charted Precautionary Area unless with the aid of a pilot.

Page 357—Line 52/R; read:
approach the port by steering a course of 305° for the head of Molo Martello.

Page 358—Lines 1-4/L; strike out.

(DMAHTC; 5(41)83 Genova; US CH 54041) 35/83

PUB 131 3Ed 1983 LAST NM 35/83

Page 236—Line 8/R; insert after:

Vessels which transit the San Pietro Channel, and those heading for, or coming from, Porto Vesme are required to have pilotage.

(DMAHTC Code NVP) 14/84

PUB 131 3Ed 1983 LAST NM 14/84

Page 317—Line 31/L; insert after:

the procedures to obtain a pilot for the strait are as follows:

(1) through Messina Radio PT at least 4 hours in advance;

(2) through the Harbor Master's Office at Messina or Reggio de Calabria 12 hours in advance;

(3) through the ship's Agent;

(4) by contacting the local pilot station directly by VHF Channel 12 at any time.

Northbound vessels requesting pilotage shall embark the pilot 1½ miles SE of Punta San Raineri; southbound vessels shall embark the pilot 3 miles N of Capo Peloro.

(NVP0024/84) 16/84

PUB 131 3Ed 1983 LAST NM 16/84

Page 165—Line 28/R; insert after:

Restricted Zone off Nice.—Vessels under sail and vessels under power of less than 20m in length, can only transit to enter or depart the port, take or leave an anchorage, and must avoid the route taken by warships and power vessels with a length of 50m or more.

(DMAHTC Code NVP) 26/84

Page 165—Line 34/R; insert after:

Speed for all vessels is limited to 5 knots within the roadstead.

(DMAHTC Code NVP) 26/84

Page 165—Line 47/R; insert after:

A restricted area for military practice exists at Cap Ferrat. Anchoring for vessels, dredging, towing and any other similar activity as well as under water diving with scuba gear is prohibited.

(DMAHTC Code NVP) 26/84

PUB 131 3Ed 1983 LAST NM 26/84

Page 44—Lines 21–23/L; strike out.

(NVP0014/85) 18/85

Page 44—Lines 39-40/L; read:

yards to starboard. From this position a course of 316° leads to the entrance channel between breakwaters.

(NVP0014/85) 18/85

PUB 131 3 Ed 1983 LAST NM 18/85

Page 262—Line 36/L; insert after:

Several mooring buoys are located within the confines of the harbor. They are not shown on the charts.

(NVP0017/85) 23/85

Page 277–Line 11/L; read:

Pilotage–Regulations.– There

(DMAHTC/NVPS) 23/85

Page 277–Line15/L; insert after:

New regulation for merchant vessels in force as of 18 May 1985 are:

(a) Navigation of the Stretto Di Messina is prohibited to ships of 50,000 d.w.t. and above carrying pollutants.

(b) Pilotage is compulsory for ships of 15,000 d.w.t. and above, and for ships of 6,000 d.w.t. and above, carrying pollutants.

(c) Ships in the above category should communicate at least 12 hours in advance via Messina Radio PT with the following information.

Vessel's name.
Flag.
Call sign.
d.w.t.
Type and quantity of pollutant cargo.
ETA at Capo Peloro or at Punta San Raineri.

(d) ETA must be confirmed at least one hour in advance on VHF CH. 16. Other ships should communicate at least two hours in advance with the same information on VHF CH. 16.

(e) Transiting ships must keep on the starboard side of the separation line joining the following points:

38°16.5′N., 15°43.5′E.
38°14.0′N., 15°36.6′E.
38°10.8′N., 15°36.0′E.

(f) Transiting ships shall have their engines ready for immediate maneuver and must keep a continuous watch on VHF CH. 16.

Page 317–Lines 23-24/L; read:

New regulations for merchant vessels in force as of 18 May 1985 are:

(a) Navigation of Stretto Di Messina is prohibited to ships of 50,000 d.w.t. and above carrying pollutants.

(b) **Pilotage** is compulsory for ships of 15,000 d.w.t. and above, and for ships of 6,000 d.w.t. and above, carrying pollutants.

(c) Ships in the above catagory should communicate at least 12 hours in advance via Messina Radio PT with the following information.

Vessel's name.
Flag.
Call sign.
d.w.t.
Type and quantity of pollutant cargo

(continued on next page)

PUB 131 (continued)

ETA at Cap Peloro or at Punta San Raineri.

(d) ETA must be confirmed at least one hour in advance on VHF CH. 16. Other ships should communicate at least two hours in advance with the same information on VHF CH. 16.

(e) Transiting ships must keep on the starboard side of the separation line joining the following points:

38°16.5′N., 15°43.5′E.
38°14.0′N., 15°36.6′E.
38°10.8′N., 15°36.0′E.

(f) Transiting ships shall have their engines ready for immediate maneuver and must keep a continuous watch on VHF CH. 16.

A Station for authorized pilots is
(DMAHTC/NVPS) 23/85

PUB 131 3Ed 1983 LAST NM 23/85

Page 277—Lines 11-15/L; read:

Regulations.–Navigation of the strait is prohibited for merchant ships of 50,000 dwt and above carrying pollutants. Transiting vessels must keep to starboard of a separation line joining the following points:

A. 38°16.5′N., 15°43.5′E;
B. 38°14.0′N., 15°36.6′E;
C. 38°10.8′N., 15°36.0′E.

Transiting ships shall have their engines ready for immediate maneuver and must keep a continuous watch on VHF Channel 16.

Pilotage.–Pilotage is compulsory for vessels 15,000 dwt and above, and for vessels of 6,000 dwt and above, carrying pollutants. Vessels in these categories should communicate at least 12 hours in advance via Messina Radio with the following information:

Name
Flag
Call sign
DWT
Type and quantity of pollutant carried

ETA at Capo Peloro and Punta San Raineri. ETA must be confirmed at least 1 hour in advance on VHF Channel 16. Other vessels should communicate at least 2 hours in advance with the same information on VHF Channel 16.

Pilots for vessels on passage through the strait embark 3 miles N of Capo Peloro or 2.5 miles SE of Punta San Raineri. Pilots for vessels entering Porto di Messina embark 1 1/4 N of Punta San Raineri.
(DMAHTC/HNNP) 35/85

Page 277—Lines 24-25/L; read:
presence aboard of a pilot.

Page 317—Lines 23-31/L; read:

Regulations.–Navigation of the strait is prohibited for merchant ships of 50,000 dwt and above carrying pollutants. Transiting vessels must keep to starboard of a separation line joining the following points:

A. 38°16.5′N., 15°43.5′E;
B. 38°14.0′N., 15°36.6′E;
C. 38°10.8′N., 15°36.0′E.

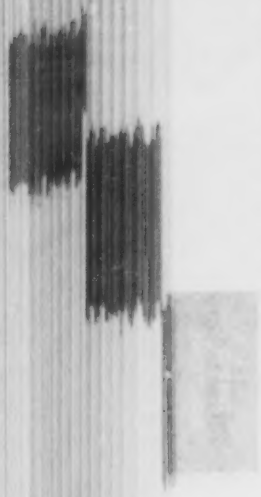
Transiting ships shall have their engines ready for immediate maneuver and must keep a continuous watch on VHF Channel 16.

Pilotage.–Pilotage is compulsory for vessels 15,000 dwt and above, and for vessels of 6,000 dwt and above, carrying pollutants. Vessels in these categories should communicate at least 12 hours in advance via Messina Radio with the following information:

Name
Flag
Call sign
DWT
Type and quantity of pollutant carried

ETA at Capo Peloro and Punta San Raineri. ETA must be confirmed at least 1 hour in advance on VHF Channel 16. Other vessels should communi-

(continued on next page)



PUB 131 (continued)

cate at least 2 hours in advance with the same information on VHF Channel 16.

Pilots for vessels on passage through the strait embark 3 miles N of Capo Peloro or 2.5 miles SE of Punta San Raineri. Pilots for vessels entering Porto di Messina embark 1 1/4 N of Punta San Raineri.

(DMAHTC/HNNP) 35/85

PUB 132 4 Ed 1984 NEW EDITION

(DMAHTC) 39/84

PUB 132 4 Ed 1984 LAST NM 39/84

Page 3—Line 24/L; insert after:

Warning.–Special regulations are in effect for vessels entering Libyan claimed territorial waters. See Pub. 130 Sailing Directions (Planning Guide) for the Mediterranean for details. **Special Warnings** are in effect for vessels calling at Libyan Ports, see Notice to Mariners No. 1 for details.

(DMAHTC/HNNP) 24/85

PUB 132 4Ed 1984 LAST NM 24/85

Page 24—Lines 36-37/R; read:
only available cannel at night. The channel is 241 yards wide with a dredged depth of 14.5m (47. ft.). Ships with

(DMAHTC/HNNP) 40/85

Page 24—Lines 42-43/R; read:
open only during the day, is 217 yards wide with a reported dredged depth of 13.5m (44 ft.). The channel is suitable.

(DMAHTC/HNNP) 40/85

Page 67—Line 7-10/L; read:
some miles inland.

(HNNM 7548/85) 40/85

PUB 132 4Ed 1984 LAST NM 40/85

Page 24—Lines 42-43/R; read:
open only during the day, is 100 yards wide with a least depth of 8.5m (28 ft.). The channel is suitable

(DMAHTC/HNNP) 42/85

Page 24—Line 58/R; read:
is reported to be 217 yards wide and 13.5m (44 ft.) deep.

(DMAHTC/HNNP) 42/85

PUB 132 4Ed 1984 LAST NM 42/85

Page 3—Lines 27-30/R; read:
spicuous water towers. **Anchorage** is available in an area 1 mile in radius, centered on the position 32°57′N., 12°10.5′E.

Caution.–Local authorities stipulate that vessels approaching this anchorage from the E shall give the coast a berth of at least 3 miles.

Page 5—Line 27-28/L; read:
the chart, lying about 1 1/2 miles N of Tarabulus Light structure.

Page 6—Lines 8-12/L; read:

Anchorage.–Anchorage can be taken in an area 1 1/2 miles in radius, centered on the position 32°23′N., 15°18′E; about 4 1/2 miles off the port's main light structure.

Page 8—Lines 16–21/L; read:

Anchorage.–Anchorage is available in an area centered about 5 miles NNE of the port, which is best seen on the chart.

Page 8—Line 26/L; insert after:

Local authorities should be consulted for the latest information on depths, anchorages, regulations, and approach routes before planning any volyage to As Sidr.

Page 14—Lines 37–48/L; read:

Anchorage.–Exposed anchorage is available in a charted area located about 5 miles NW of the port.

Anchorage is available in the outer harbor in depths of 9m (29 ft.), and may be used by not

(continued on next page)

PUB 132 (continued)

more than two vessels with a maximum length of 152m (500 ft.), and a draft of not more than 7.9m (26 ft.). The local authorities should be contacted before attempting to use this berth.

Page 16—Lines 11–17/R; read:

Anchorage.–Anchorage is available in a charted area about 1 1/2 miles in radius, centered about 3 miles NNW of the port.

Page 16—Lines 33–34/L; read:

Anchorage.–Anchorage is available in an area off the port, which is best seen on the appropriate chart.

(HNNP0018/85) 4/86

PUB 140 2Ed 1983 NEW EDITION
(DMAHTC) 16/84

Page 352—Line 1/Left column; read:
1E
(NVS0022/84) 16/84

PUB 140 2Ed 1983 LAST NM 16/84
Appendix Atlas–Page 66/substitute:
Black storm track arrows for blue, using illustration from back of Section I.
(DMAHTC Code NVP) 18/84

Appendix Atlas–Page 110/substitue:
New legend from back of Section I for existing legend.
(DMAHTC Code NVP) 18/84

PUB 140 2Ed 1983 LAST NM 18/84
Page 337—Lines 11–15/R; read:
In the channels and harbors of Bermuda, the IALA Buoyage System (Region B) is in effect. Consult Chart No. 1 for further IALA Buoyage System information.
(DMAHTC Code NVP) 21/84

PUB 140 2Ed 1983 LAST NM 21/84
Page 339—Lines 30–31/R; read:
The IALA Maritime Buoyage System, Region B, has been implemented into Canadian waters.
(DMAHTC Code NVP) 23/84

PUB 140 2Ed 1983 LAST NM 23/84
Page 335—Line 5/R; read:
will be listed in CATP2V03.
(DMAHTC/NVP) 35/84

Page 335—Lines 6–22/R; strike out.
(DMAHTC/NVP) 35/84

PUB 140 2Ed 1983 LAST NM 35/84
Page VII—Graphic/strike out.
Replace with new graphic from back of Section I.
(DMAHTC/HNNP) 40/85

PUB 140 2Ed 1983 LAST NM 40/85
Page 315—Line 39/R; insert after:
It has been reported (1980) that navigation is prohibited in the following areas:
a.) Between the coast and a line joining 33° 55′N., 7°20′W and 34°13′N., 6°58′W; b.) in the 13 miles from the coast between Agadir (30°27′ N., 9°37′W.) and Guera Point (20°49′N., 17° 06′W.). Vessels detected within this zone without permission will be chalenged. Vessels which are calling at Aaiun (27°05′N., 13°26′W.) or Dakhia (23°42′N., 15°56′W.) should report their intentions 24 hours in advance.
(BA SD–Volume 1) 6/86

PUB 141 3Ed 1985 NEW EDITION
(DMAHTC) 34/85

PUB 142 3 Ed 1984 NEW EDITION
(DMAHTC) 5/85

PUB 142 3 Ed 1984 LAST NM 5/85

Page IX–Line 2/read:
Pub. 142 – Third Edition, 1984
(DMAHTC/NVPS) 6/85

PUB 143 2Ed 1983 NEW EDITION
(DMAHTC) 30/83

PUB 143 2Ed 1983 LAST NM 30/83

Page 338/insert after:
New page, 338a, from back of Section I.
(DMAHTC Code NVP) 13/84

PUB 143 2Ed 1983 LAST NM 13/84

Page 176—Line 19/R; read:
tons with a maximum draft of 37½ feet. This latter
(NVS0025/84) 18 /84

PUB 143 2 Ed 1983 LAST NM 18/84

Page 386–Line 32/L; read:
The entrance to the dredged channel is marked on it's S side by a lighted green radar reflector buoy with no letter or number designation, moored about
(DMAHTC/NVPS) 50/84

Page 386–Lines 38-40/L; read:
lights in line 120°45'. The rear light of the entrance range is shown from a conspicuous white water tank; a red light is also shown from
(DMAHTC/NVPS) 50/84

PUB 143 2Ed 1983 LAST NM 50/84

Page 245—Lines 1-8/L; read:
Porto Santo is a small harbor situated 1¾ miles WNW of Ilheu de Cima lighthouse. A quay 300m (984 ft.) long with depths of 6m to 7m (20 ft. to 23 ft.) alongside is protected by two breakwaters; the entrance faces W. Pilotage is compulsory and a tug is available for berthing.
(DMAHTC/NVPS) 11/85

PUB 145 3rd Ed 1984 NEW EDITION

(DMAHTC) 42/84

PUB 145 3 Ed 1984 LAST NM 42/84

Page 144–Line 15/L; read:
out to a depth of 2.8m (9 ft.) exists in the S part of
(DMAHTC/NVPS) 46/84

Page 151–Lines 52-54/L; strike out.
(DMAHTC/NVPS) 46/84

Page 228–Lines 1-2/L; read:
Place for boats. **Sugarloaf Hill**, 196m (644
(DMAHTC/NVPS) 46/84

Page 233–Lines 40-50/L; read:
Due to silting, the channel between Widow Point and Oak Tree Point is closed to navigation.
(DMAHTC/NVPS) 46/84

PUB 145 3 Ed 1984 LAST NM 46/84

Page 130–Line 22/R; read:
is shown from a pyramidal skeleton tower with two rectan-
(DMAHTC/NVPS) 47/84

Page 131–Line 13/R; read:
least depth of 73m (40 fm), lies N of the E part of
(DMAHTC/NVPS) 47/84

Page 142–Line 15/R; read:
about 19m (62 ft.) high and bordered by shoal water
(DMAHTC/NVPS) 47/84

Page 185–Line 45/L; read:
(26 ft.) shoal lies 800 yards S of Dumpling Island;
(DMAHTC/NVPS) 47/84

Page 268–Lines 25-27/L; read:
6.1m (20 ft.). The channel between Pointe au Chene and Campbellton is no longer dredged. In 1973, a
(DMAHTC/NVPS) 47/84

PUB 145 3 Ed 1984 LAST NM 47/84

Page 233–Line 39/L: read:
from the ferry terminal. Caribou Harbour Middle range lights, in line bearing 231½°, are shown from positions on shore WSW of the ferry terminal. Each light is shown from a square skeleton tower with a red daymark with a black vertical stripe. The front tower is 12 feet (3.7m) high, and the rear tower is 20 feet (6.2m) high.
29(Sec IV) 84 Ottawa 49/84

PUB 145 3 Ed 1984 LAST NM 49/84

Page 4–Lines 33-35/R; read:
of Long Point. A lighted bell buoy, marked "XK3" is moored about 1 mile SSE of the shoal, and a

(continued on next page)

PUB 145 (continued)

lighted bell buoy, marked "XK1" is
31 (Sec IV) 84 Ottawa 51/84

Page 6—Lines 17-18/R; read:
of Net Point. A lighted bell buoy, marked "XV6" is moored sighted over 200
31 (Sec IV) 84 Ottawa 51/84

PUB 145 3 Ed 1984 LAST NM 51/84

Page 15—Line 28/R; read:
A lighted bell buoy marked "K-7", is
30 (Sec IV) 84 Ottawa 4/85

Page 15—Line 47/R; read:
"K-9", is moored about ¾ mile ESE of
30 (Sec IV) 84 Ottawa 4/85

Page 16—Line 28/L; read:
A lighted bell buoy marked "KT" is
30 (Sec IV) 84 Ottawa 4/85

Page 16—Line 32/L; read:
lighted bell buoy, marked "KTA", is
30 (Sec IV) 84 Ottawa 4/85

Page 17—Line 37/R; read:
high. A lighted bell buoy marked "JA1", is
30 (Sec IV) 84 Ottawa 4/85

Page 30—Lines 41-42/R; read:
the island. A lighted bell buoy, marked "NSC", lies about ¾ mile farther S.
30 (Sec IV) 84 Ottawa 4/85

Page 38—Line 22/L; read:
marked "HE", is moored about 1 mile
30 (Sec IV) 84 Ottawa 4/85

Page 40—Line 48/R; read:
A lighted whistle buoy, marked "M4",
30 (Sec IV) 84 Ottawa 4/85

Page 42—Line 26/L; read:
marked "MA", is moored nearly ½ mile NW
30 (Sec IV) 84 Ottawa 4/85

Page 348—Line 53/L; read:
lights. A racon morse identification letter "T" (–) is situated about 0.1 mile offshore, S of Ste-Croix.
30 (Sec. IV) 84 Ottawa 4/85

PUB 145 3 Ed 1984 LAST NM 4/85

Page 40—Lines 24-25/R; read:
A radar station is situated 0.9 miles SSW from Boars Head
43(Sec IV) 84 Ottawa 9/85

PUB 145 3Ed 1984 LAST NM 9/85

Page 6—Lines 26-29/L; read:
0.3m (1 ft.) high lies about 1 mile farther SE. A lighted whistle buoy is moored about 0.5 mile south of Great Duck Ledge. A spit, with a depth of 5.5m (3 fm).
(46(Sec IV)84 Ottawa) 11/85

Page 190—Line 18/R; insert after:
Note.-Be advised that the St. Peters Canal was closed to navigation in October 1984. The canal will remain closed for the entire summer season of 1985 and is expected to re-open for the 1986 season.
(DMAHTC/NVPS) 11/85

PUB 145 3Ed 1984 LAST NM 11/85

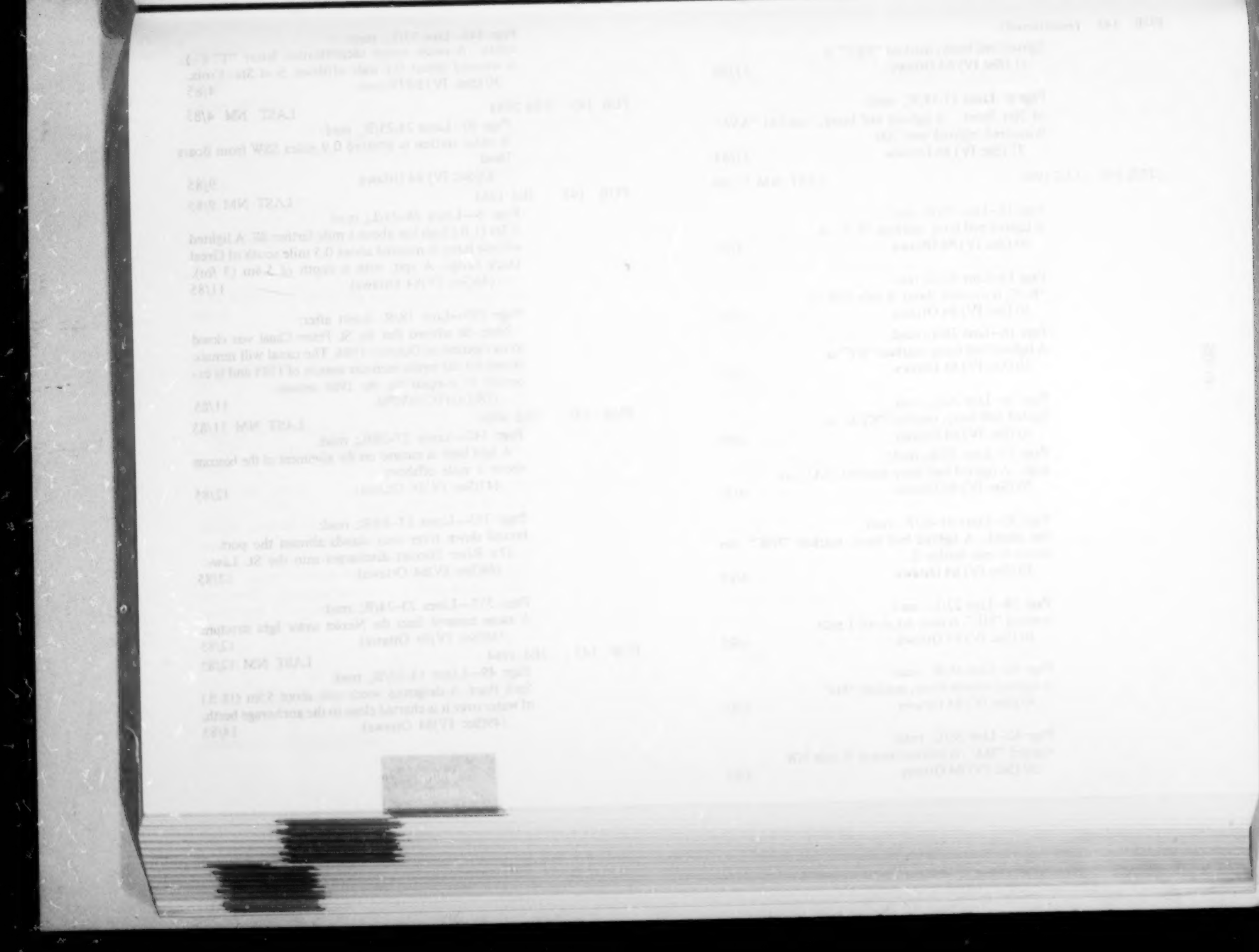
Page 142—Lines 27-28/L; read:
A light buoy is moored on the alignment of the beacons about 1 mile offshore.
(47(Sec IV)84 Ottawa) 12/85

Page 353—Lines 17-20/R; read:
bound down river only stands abreast the port.
The River Nicolet discharges into the St. Law-
(48(Sec IV)84 Ottawa) 12/85

Page 353—Lines 23-24/R; read:
A racon transmit from the Nicolet sector light structure.
(48(Sec IV)84 Ottawa) 12/85

PUB 145 3Ed 1984 LAST NM 12/85

Page 49—Lines 15-16/R; read:
Spell Point. A dangerous wreck with about 5.5m (18 ft.) of water over it is charted close to the anchorage berth.
(49(Sec IV)84 Ottawa) 14/85



PUB 145 3Ed 1984 LASTT NM 14/85

Page 115—Line 8/R; read:
buoy, marked "XK1", is moored about
(2(Sec IV)85 Ottawa) 15/85

PUB 145 3Ed 1984 LASTT NM 14/85

Page 115—Line 47/L; read:
"XK3" is moored about ½ mile E of Bea-
(2(Sec IV)85 Ottawa) 15/85

Page 115—Lines 19–22/L; read:
Georges Bay. Due to an adjustment of Chart Datum in the areas S of the Canso Causeway and E to a line between Guyon Island and Cape Canso, and to seaward of the St. Peters Canal, 0.4m (1.3 ft.) must be added to all charted depths.
(2(Sec IV)85 Ottawa) 15/85

PUB 145 3Ed 1984 LAST NM 15/85

Page 353—Lines 53–55/L; read:
¾ mile NE of the bridge. Two Racons, each operating in the 3cm and 10cm bands, are situated on Point Laviolette Bridge.
(4(Sec IV) 85) 16/85

PUB 145 3Ed 1985 LAST NM 16/85

Page 353—Lines 51–54/R; read:
Several **racons** transmit from this area. One racon transmits from Yamachiche Curve West Range, the others from Ile aux Raixins and the rear light structure of Lake Sainte-Pierre Upstream Range.
6(Sec IV)85 Ottawa 17/85

Page 357—Lines 46–47/L; read:
de Lavaltrie lies about 1/2 mile off the village. A racon is located at the rear structure of Lavaltrie Range. Ile
8(Sec IV)85 Ottawa 17/85

PUB 146 2Ed 1983 NEW EDITION
(DMAHTC) 26/83

PUB 146 2Ed 1983 LAST NM 26/83

Page 17—Lines 22–26/L; read:
Two range lights, in line bearing 224°, are shown from near the head of Back Arm. The front light is shown from a pyramidal tower, with red daymark having a white stripe. The rear light is shown from a similar structure.
(DMAHTC Code NVP) 27/83

Page 224—Lines 1–3/L; strike out.
(DMAHTC Code NVP) 27/83

Page 419—Lines 28–31/L; read:
Tides—Currents.–The mean and large tide ranges are 8.8m (29 ft.) and 12.5m (41 ft.) at the river entrance, and about 4.6m (15 ft.) and 6.1m (20 ft.) at Fort Chimo. Tidal currents in the Narrows attain a rate of 6.5 knots. NE winds with an outgoing
(DMAHTC Code NVP) 27/83

PUB 146 2Ed 1983 LAST NM 27/83

Page 129—Line 36/L; read:
hibited in the vicinity of the abandoned submarine cable in Ar-
(19(Sec IV)83 Ottawa) 33/83

PUB 146 2Ed 1983 LAST NM 33/83

Page 470—Line 50/R; read:
racon, stands on the island. Several rocks,
(21(Sec IV)83 Ottawa) 39/83

PUB 146 2Ed 1983 LAST NM 39/83

Page 169—Line 42/R; read:
head of a promontory. A light is shown from a mast situated on the outer end of a breakwater on the north side of the bay. Whiteway Rock (47°42'N.,
(44(Sec IV)83 Ottawa) 6/84

PUB 146 2Ed 1982 LAST NM 6/84

Page 135—Lines 16–18/R; read:
SSW of Little Harbor Head. A red lighted bell buoy marked "EE2", is moored in the approach to Little Harbor about ½ mile S of Sly Boots.
(10(Sec IV)83 Ottawa) 17/84

PUB 146 2 Ed 1983 LAST NM 17/84

Page 324—Lines 48-49/R; read:
Stands on the summit of Cape Makkovik. North Sister and South Sister; two islets, the N of which is
27(Sec IV) 84 Ottawa 43/84

PUB 146 2nd Ed 1983 LAST NM 43/84

Page 182–Lines 33-34/L; read:
the S breakwater forming the harbor. "JB" lighted whistle buoy is moored about
31 (Sec IV) 84 Ottawa 51/84

PUB 146 2 Ed 1982 LAST NM 51/84

Page 74–Line 32/L; read:
land. Uncharted shoals with depths of less than 9.1m (5 fm.) were reported, in 1984, to lie about 1.15 miles SSW of Harbor Island light.
38 (Sec IV) 84 Ottawa 6/85

PUB 146 2Ed 1983 LAST NM 6/85

Page 471—Lines 47–48/R; read:
island will be sighted. A racon is situated at Sentry Island light
7(Sec IV)85 Ottawa 17/85

PUB 147 1Ed 1985 NEW PUBLICATION

(DMAHTC) 30/85

PUB 147 1Ed 1985 LAST NM 30/85

Page 3—Line 43/R; read:
night on Channel 16 (VHF) or 2582 kHz or 500
(DMAHTC/HNNP) 40/85

Page 11—Lines 12–14/R; read:
Annex, on the S side of King's Point. Depth alongside the E side is 9.6m (31.5 ft.) and the W side, 8.8m (29 ft.). A spit, with depths of 3.7 to
(DMAHTC/HNNP) 40/85

PUB 148 1Ed 1985 NEW PUBLICATION

(DMAHTC) 30/85

PUB 148 1Ed 1985 LAST NM 30/85

Page 60—Line 47/.R; read:
ber of berths alongside. Local knowledge is essential.
(DMAHTC/HNNP) 31/85

Page 160—Line 34/L; read:
Marine Oilfield.–Offshore oilfields are being
(DMAHTC/HNNP) 31/85

Page 170—Lines 26-28/R; strike out.
(DMAHTC/HNNP) 31/85

PUB 148 1Ed 1985 LAST NM 31/85

Page 127—Line 45/L; read:
which adds considerably to its danger. It has been reported (1986) that Arrecife Alagardo lies 2 miles E of its charted position.
(DMAHTC/HNNP) 8/86

Page 167—Line 37/L; read:
ate on a 24-hour basis, and are requested via the ship's agent.
(DMAHTC/HNNP) 8/86

PUB 151 5 Ed 1985 NEW EDITION

(DMAHTC) 24/85

PUB 151 5 Ed 1985 LAST NM 24/85

Page 101–Line 22-23/Center; read:
Auckland, New Zealand, 377
(DMAHTC/HNNP) 35/85

Page 156-Line 50/R; read:
Liverpool, Canada, 585
(DMAHTC/HNNP) 35/85

PUB 152 2 Ed 1984 NEW EDITION

(DMAHTC) 49/84

PUB 152 2 Ed 1984 LAST NM 49 /84

Page 245 –Graphic/Upper Left:
strike out Alaskan-Canadian international boundary.
(DMAHTC/NVPS) 50/84

PUB 152 2Ed 1984 LASTT NM 50/84

Page 49 –Lines 19-20/R; read:
described above, shall make intial reports 72 hours prior to entering the traffic route. Vessels
(DMAHTC/NVPS) 15/85

SAILING DIRECTIONS

Page 229–Lines 42-52/R; read:

7. N of Mys Syurkum

Area No. 195

(1) 50°10.0′N., 140°35.0′E.
(2) 50°21.0′N., 140°35.0′E.
(3) 50°21.0′N., 140°49.0′E.
(4) 50°10.0′N., 140°49.0′E.

(DMAHTC/HNNP) 24/85

Page 230—Lines 1-54/L; read:

8. NE of Mys Peschanyy

Area No. 16

(1) 48°38.0′N., 140°13.5′E.
(2) 48°38.0′N., 140°22.5′E.
(3) 48°28.2′N., 140°20.0′E.
(4) 48°28.2′N., 140°13.5′E.

(DMAHTC/HNNP) 24/85

9. Ostrov Tyuleniy

Area No. 215

A circle radius 12 miles center Ostrov Tyuleniy 48° 30.2′N., 144°37.6′E.

Caution: Ships of more than 1,000 tons, carrying petroleum dangerous cargoes, must avoid passing through the area bounded by the shoreline and

(1) 48°46.5′N., 144°42.1′E.
(2) 48°34.8′N., 145°16.9′E.
(3) 48°14.7′N., 145°33.8′E.
(4) 48°03.7′N., 145°18.9′E.
(5) 48°18.2′N., 144°38.1′E.

thence eastern limit of area No. 215

(6) 48°41.0′N., 144°29.9′E.
(7) 48°46.0′N., 144°30.3′E.
(8) 48°46.0′N., 144°39.2′E.

10. S of Mys Peschanyy

Area No. 199

(1) 48°16.0′N., 139°56.4′E.
(2) 48°20.0′N., 140°04.5′E.
(3) 48°27.0′N., 140°13.5′E.
(4) 48°27.0′N., 140°18.6′E.
(5) 48°14.2′N., 140°10.0′E.

(DMAHTC/HNNP) 24/85

Page 230—Lines 1-31/R; read:

11. SE of Bukhta Zerkal'naya

Area No. 327

(1) 44°00.0′N., 135°44.5′E.
(2) 44°10.0′N., 135°50.0′E.
(3) 44°10.0′N., 135°57.0′E.
(4) 44°00.0′N., 135°51.5′E.

12. SE of Mys Brinera

Area No. 328

(1) 44°11.5′N., 135°51.5′E.
(2) 44°20.0′N., 135°57.0′E.
(3) 44°20.0′N., 135°03.1′E.
(4) 44°11.5′N., 135°58.0′E.

(DMAHTC/HNNP) 24/85

Page 24—Lines 17-27/L; read:

Below are listed the U.S. nationally recommended routes for tankers (not IMO adopted), established June 1985, between the terminus of the traffic termini of traffic separation schemes in the approaches to the Strait of Juan de Fuca and San Francisco, and to the vicinity of the approaches to Santa Barbara Channel, W of Pt. Arguello.

Prince William Sound ports to the strait of Juan de Fuca.–Form 60°12.2′N., 146°41.0′W. proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.
59°15.0′N., 144°25.0′W.
48°30.0′N., 130°00.0′W.
48°28.0′N., 124°59.0′W.

Return.–From 48°31.6′N., 124°59.0′W. proceed on rhumb lines through the following positions:

48°50.0′N., 129°10.0′W.
59°15.0′N., 144°03.5′W.
59°58.3′N., 145°30.6′W.
60°13.0′N., 146°39.8′W.

Prince William Sound ports to the San Francisco Northwest Approach.–From 60°12.2′N., 146°41.0′W. proceed on rhumb lines through the following positions:

(continued on next page)

59°56.0′N., 145°40.0′W.
59°15.0′N., 144°25.0′W.
40°06.0′N., 127°05.0′W.
37°54.6′N., 123°05.3′W.

Return.–From 37°57.3′N., 123°03.2′W. proceed on rhumb lines through the following positions:

39°53.0′N., 126°31.5′W.
59°15.0′N., 144°03.5′W.
59°58.3′N., 145°30.6′W.
60°13.0′N., 146°39.8′W.

Prince William Sound ports to the vicinity of the approaches to Santa Barbara Channel.–From 60°12.2′N., 146°41.0′W. proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.
59°15.0′N., 144°25.0′W.
35°00.0′N., 123°23.0′W.

Return.–From 35°00.0′N., 123°00.0′W. proceed on rhumb lines through the following positions:

59°15.0′N., 144°03.5′W.
59°58.3′N., 145°30.6′W.
60°13.0′N., 146°39.8′W.

(NVS7457/85) 24/85

Page 33—Line 19/R; insert after:

Special Warning Signals.–Foreign naval vessels intending to enter waters of the U.S.S.R. or visit U.S.S.R. ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of the U.S.S.R. or Visiting U.S.S.R. Ports". These regulations are published as a U.S.S.R. Annual Notice to Mariners.

The following signals are used by U.S.S.R. naval vessels to warn foreign naval vessels that they have violated these regulations:

1. Warning Signals to foreign surface naval vessels and submarine on the surface.

SNG.–You have violated the state border of the U.S.S.R. I demand that you leave U.S.S.R. waters immediately.

SNO.–I demand that you leave U.S.S.R. waters immediately. Unless you do so, force of arms will be used against you.

SNP.–You are violating the Reglations for navigating and remaining in U.S.S.R. waters. I demand that you cease violations.

SNR.–Despite warnings, you continue to violate the Regulations for navigating and remaining in U.S.S.R. waters. You are to leave them immediately.

By day these signals will be made by flags of the International Code of Signals. By night they will be made in Morse Code by signal lamp. In addition, the signals may be transmitted by RT in plain language on 500 kHz, 2182 kHz and 156.8 MHz, as well as by voice using megaphone or any other amplifying device.

2. Warning signals to foreign submarines which are submerged.

A series of three explosions at one minute intervals, followed after an interval of three minutes by a second series of three explosions.–You are in U.S.S.R. waters; I demand that you surface immediately. Unless you comply with this order in ten minutes, force of arms will be used against you.

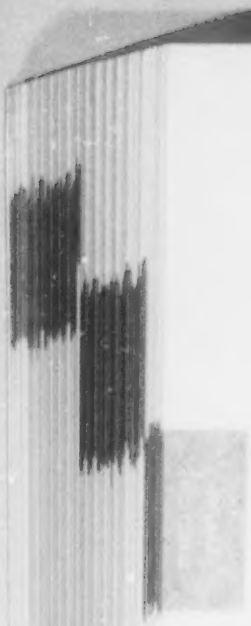
An acoustic signal by sonar may be given simulteneously, with the same meaning as above. The signal will consist of five dashes, each dash three seconds long, interval between dashes-three seconds.

(HNNP 0021/85) 35/85

Page 218—Line 39/R; insert after:

Note.–The U.S.S.R. has promulgated warning signals for foreign naval vessels navigating within territorial waters of the U.S.S.R., See Chapter 1, "Special Warning Signals", for details.

(HNNP 0021/85) 35/85



PUB 152 2Ed 1984 LAST NM 35/85

Page 24—Lines 17–27/L; read:

proceeding fully waterborne. When waterborne and when operating with part of the rigid structure remaining in the water. (ACV's) have similar characteristics to shallow draft vessels. When partially or fully cushionborne, although no air caps may be visible, they can operate over land or water. Some may be capable of high speeds up to 80 knots and may be greatly affected by the wind. **In consequence, the aspect and navigation lights of an ACV do not necessarily indicate her true direction of motion.** In an emergency all ACV's can stop extremely

(DMAHTC/HNNP) 41/85

Page 240—Lines 17–27/L; read:

Below are listed the U.S. nationally recommended routes for tankers (not IMO adopted), astablished June 1985, between the terminus of the traffic separation scheme in Prince William Sound to the termini of traffic separation schemes in the approaches to the Strait of Juan de Fuca and San Francisco, and to the vicinity of the approaches to Santa Barbara Channel, W of Pt. Arguello.

Prince William Sound ports to the Strait of Juan de Fuca.–From 60°12.2′N., 146°41.0′W. proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.
59°15.0′N., 144°25.0′W.
48°30.0′N., 130°00.0′W.
48°28.0′N., 124°59.0′W.

Return.–From 48°31.6′N., 124°59.0′W. proceed on rhumb lines through the following positions:

48°50.0′N., 129°10.0′W.
59°15.0′N., 144°03.5′W.
59°58.3′N., 145°30.6′W.
60°13.0′N., 146°39.8′W.

Prince William Sound ports to the San Francisco Northwest Approach.–From 60°12.2′N., 146°41.0′W. proceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.
59°15.0′N., 144°25.0′W.
40°06.0′N., 127°05.0′W.
37°54.6′N., 123°05.3′W.

Return.–From 37°57.3′N., 123°03.2′W. proceed on rhumb lines through the following positions:

39°53.0′N., 125°31.5′W.
59°15.0′N., 144°03.5′W.
59°58.3′N., 145°30.6′W.
60°13.0′N., 146°39.8′W.

Prince William Sound ports to the vicinity of the approaches to Santa Barbara Channel.–From 60°12.2′N., 146°41.0′W., preceed on rhumb lines through the following positions:

59°56.0′N., 145°40.0′W.
59°15.0′N., 144°25.0′W.
35°00.0′N., 123°23.0′W.

Return.–From 35°00.0′N., 123°00.0′W., proceed on rhumb lines through the following positions:

59°15.0′N., 144°03.5′W.
59°58.3′N., 145°30.6′W.
60°13.0′N., 146°39.8′W.

(NVS7457/75) 41/85

PUB 152 2Ed 1984 LAST NM 41/85

Page 232—Line 32/R; read:

MISSILE PRACTICE AREAS
(1(27 VI-2)85 Leningrad) 8/86

Page 258—Line 41/R; insert after:

CHINA

1. Approaches to Ch'ang Chiang.–(Government of the People's Republic of China)–Charts 94216, 94217, 94218.

(DMAHTC/HNNP) 8/86

PUB 153 4 Ed 1985 NEW EDITION

(DMAHTC) 24/85

PUB 153 4Ed 1983 LAST NM 24/85

Page 139– Strike out.
Replace with new pages 139, 140, and 141 from back of Section I.
(DMAHTC/HNNP) 27/85

Page 140/Strike out page number.
Renumber as page 142.
(DMAHTC/HNNP) 27/85

Page 141/Strike out page number.
Renumber as page 143.
(DMAHTC/HNNP) 27/85

Page 142/Strike out page number.
Renumber as page 144.
(DMAHTC/HNNP) 27/85

Page 143/Strike out page number.
Renumber as page 145.
(DMAHTC/HNNP) 27/85

PUB 154 2Ed 1983 NEW EDITION

Page 86—Line 15/R; read:
head of Deserted Bay. The bay affords
(DMAHTC Code NVP) 19/83

Page 143—Line 46/R; read:
of 2.3m (8 ft.), lies on the SW side of the fairway.
(DMAHTC Code NVP) 19/83

Page 249—Line 45/R; insert after:
into Roderick Island from an entrance about 100 yards wide.

Wallace Bight (52°44′N., 128°26′W.) about 2½ miles N of Watson bay, is ¾ mile wide at its entrance and extends NE for about 1 mile. There are depths of more than 183m (100 fm) between the entrance points to Wallace Bight.

Goat Cove (52°47′N., 128°25′W.), about 4 miles N of Wallace Bight, is about 600 yards wide and
(DMAHTC Code NVP) 19/83

Page 252—Lines 44–52/R; strike out.
(DMAHTC Code NVP) 19/83

PUB 154 2Ed 1983 LAST NM 19/83

Page 28—Lines 16–18/R; strike out.
(9(Sec IV)83 Ottawa) 22/83

Page 58—Line 15/R; read:
due to a **submarine cable** in the harbor. Another submarine cable runs from just W of Foster Point to the NE side of Hudson Island.
(3(Sec IV)83 Ottawa) 22/83

Page 107—Line 26/R; read:
Entrance Rock, with a depth of 0.6m (2
(11(Sec IV)83 Ottawa) 22/83

Page 107—Line 36/R; read:
Spoil Rock, with a depth of 6.4m (21 ft.), lies
(11(Sec IV)83 Ottawa) 22/83

PUB 154 2Ed 1983 LAST NM 22/83

Page 9—Line 7/R; read:
10.7m (14 to 35 ft.). The W face provides 90m (295
(Can SD) 23/83

Page 9—Line 28/R; read:
depths of 6.1m to 8.2m (20 to 27 ft.).
(Can SD) 23/83

PUB 154 2Ed 1983 LAST NM 23/83

Page 270—Lines 4–5/R; read:
Ocean Dock is 151m (495 ft.) long with depths alongside of 7.6 to 10.7m (25 to 35 ft.).
(Can SD) 36 /83

PUB 154 2Ed 1983 LAST NM 36/83

Page 375—Line 9/L; read:
Ocean Shoal, with a least depth of 13.7m (45 ft.),
(31(Sec IV)83 Ottawa) 50/83

(continued on next page)

PUB 154 (continued)

Page 375—Line 35/L; read:
ing 091°. A depth of 6.4m (21 ft.) lies near the middle of the bay. The ebb currents cause strong tidal eddies.
(31(Sec IV)83 Ottawa) 50/83

Page 375—Line 55/R; read:
4.3m (14 ft.), and has a 2.7 (9 ft.) depth 91m (300 ft.), south of it, lies about 300 yards SW of the E end
(31(Sec IV)83 Ottawa) 50/83

PUB 154 2Ed 1983 LAST NM 50/83

Page 222—LIne 20/R; read:
Point and 300 yards offshore. A depth of 7.6m (25 ft.) is located 0.4 mile SSW of Wearing Point light.
(39(Sec IV)83 Ottawa) 4/84

PUB 154 2Ed 1983 LAST NM 4/84

Page 86—Line 34/L; read:
color, are attached to the powerline. Overhead power cables with a clearance of 50m (164 ft.) cross Agamemnon Channel 1.8 miles N of Fearney Point **Caldwell Is-**
(44(Sec IV)83 Ottawa) 6/84

PUB 154 2Ed 1983 LAST NM 6/84

Page 286—Line 24/L; read:
same islands. A lighted whistle buoy is moored 1½ miles NW of Triple Islands.
(3(Sec IV)84 Ottawa) 9/84

Page 286—Line 30/L; read:
winds from seaward. A lighted whistle buoy equipped with a Racon is moored ¼ mile south of the shoal
(3(Sec IV)84 Ottawa) 9/84

Page 286—Line 40/L; read:
lighted whistle buoy is moored ¾ mile S of the shoal,
(3(Sec IV)84 Ottawa) 9/84

PUB 154 2Ed 1983 LAST NM 9/84

Page 71—Line 2/L; insert after:
At **Duke Point**, 1¼ miles WNW of Harmac, there is a deep sea berth for the export of lumber, operated by the Nanaimo Port Authority.
(DMAHTC Code NVP) 10/84

PUB 154 2 Ed 1983 LAST NM 10/84

Page 33—Line 2/R; read:
marked by lighted bell and whistle buoys. Canoe pass lighted bell buoy, situated 3.9 miles NW of Westshore Terminals, is fitted with a racon
(28(Sec IV)84 Ottawa) 46/84

PUB 154 2 Ed 1983 LAST NM 46/84

Page 286—Lines 39-40/L; read:
patch lies about 1¼ miles SSE of the SE rock. A light with RACON is located on the NW rock. A lighted whistle buoy
29 (Sec IV) 84 Ottawa 49/84

PUB 154 2 Ed 1983 LAST NM 49/84

Page 371—Graphic/Upper Left:
strike out Alaskan-Canadian international boundary.
(DMAHTC/NVPS) 50/84

Page 372—Graphic/Upper Left:
strike out Alaskan-Canadian international boundary.
(DMAHTC/NVPS) 50/84

Page 373—Lines 17-20/L; Strike out.
(DMAHTC/NVPS) 50/84

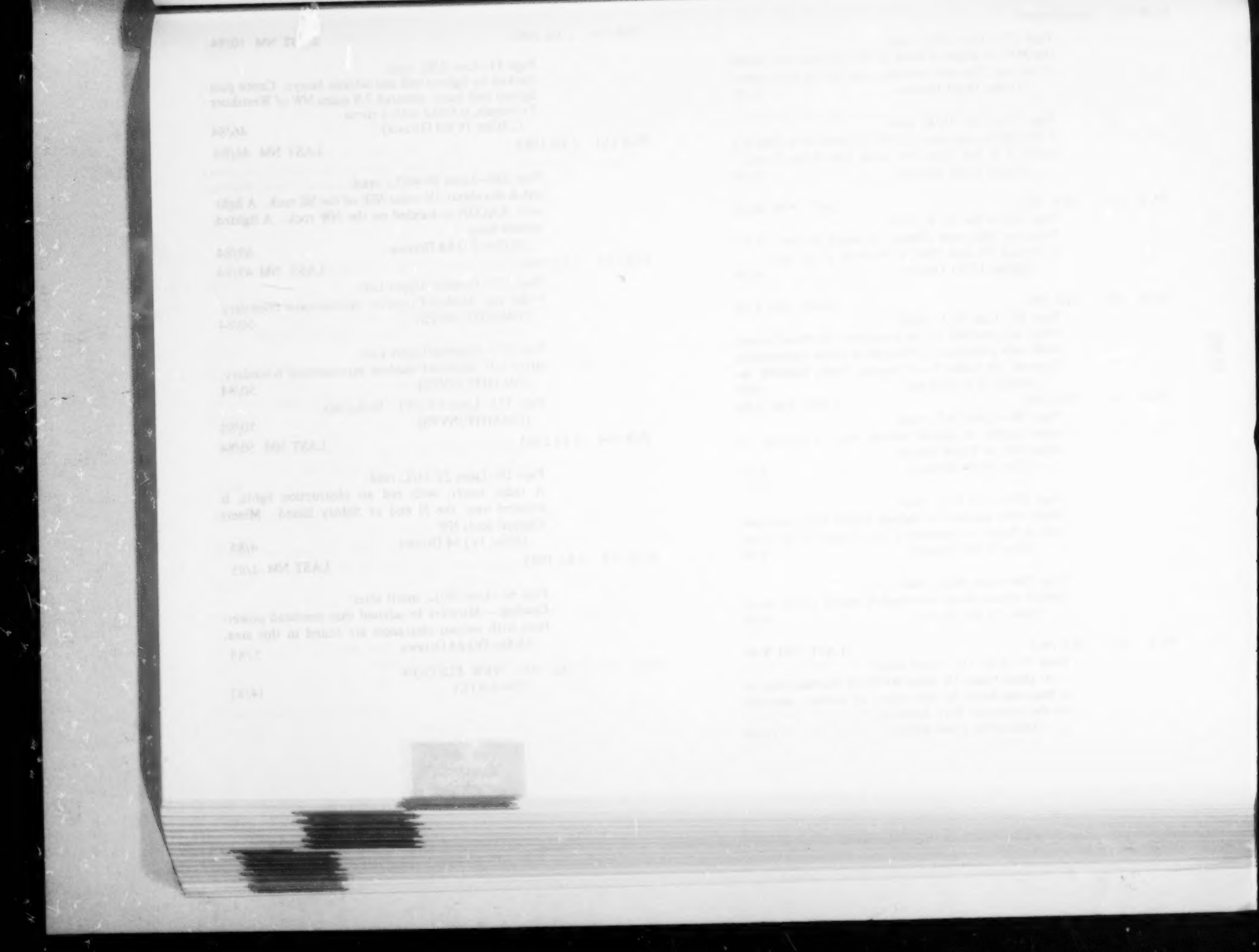
PUB 154 2 Ed 1983 LAST NM 50/84

Page 19—Lines 22-24/L; read:
A radio tower, with red air obstruction lights, is situated near the N end of Sidney Island. Miners Channel leads NW
33(Sec IV) 84 Ottawa 4/85

PUB 154 2 Ed 1983 LAST NM 4/85

Page 86—Line 58/L; insert after:
Caution.— Mariners be advised that overhead power-lines with various clearances are found in this area.
34(Sec IV) 84 Ottawa 5/85

PUB 155 2Ed 1983 NEW EDITION
(DMAHTC) 14/83



PUB 155 2Ed 1983 LAST NM 14/83

Page 208—Lines 5–11/L; strike out.
(44(8730)82 Leningrad) 24/83

Page 208—Graphic/left center; delete:
Statement concerning vessels approaching Kholmsk.
(44(8730)82 Leningrad) 24/83

Page 208—Graphic; delete:
Dashed lines indicating limits of approach fairway channel to Kholmsk and 090° course leg between position A and the 137°48′ range line.
(44(8730)82 Leningrad) 24/83

PUB 155 2Ed 1983 LAST NM 24/83

Page 7—Line 18/L; read:
(1,453 ft.). A light with a transmitting radiobeacon is exhibited at the point. Because of
(DMAHTC Code NVP) 36/83

Page 14—Lines 12–20/L; strike out.
(DMAHTC Code NVP) 36/83

Page 18—Lines 15–31/L; strike out.
(DMAHTC Code NVP) 36/83

Page 47—Line 35/R; strike out.
(DMAHTC Code NVP) 36/83

Page 49—Lines 15–26/L; strike out.
(DMAHTC Code NVP) 36/83

Page 58—Lines 34–45/L; strike out.
(DMAHTC Code NVP) 36/83

Page 58—Lines 41–43/R; read:
Two beacons in line, near the canning factory, bearing 190° lead to the anchorage. During the navigation season these aids are marked by small buoys.
(DMAHTC Code NVP) 36/83

Page 59—Lines 42–44/R; read:
sound continuously and exercise due caution off Polvostrov Kronotskiy as there are depths of 101 to 128m (55 to 70 fm) which increase rapidly.
(DMAHTC Code NVP) 36/83

Page 67—Lines 5–17/R; strike out.
(DMAHTC Code NVP) 36/83

Page 99—Lines 1–4/R; read:
up well from NE or SW. Gora Golets (Rucharu Yama), a flat rounded
(DMAHTC Code NVP) 36/83

Page 106—Lines 8–17/L; strike out.
(DMAHTC Code NVP) 36/83

Page 115—Lines 6–17/L; strike out.
(DMAHTC Code NVP) 36/83

Page 127—Lines 1–12/L; strike out.
(DMAHTC Code NVP) 36/83

Page 138—Lines 4–5/L; strike out.
(DMAHTC Code NVP) 36/83

Page 145—Lines 32–41/L; strike out.
(DMAHTC Code NVP) 36/83

Page 177—Line 4/l; strike out.
(DMAHTC Code NVP) 36/83

Page 177—Lines 36–46/R; strike out.
(DMAHTC Code NVP) 36/83

Page 178—Line 12/L; read:
holding ground is good with adequate swinging room.
(DMAHTC Code NVP) 36/83

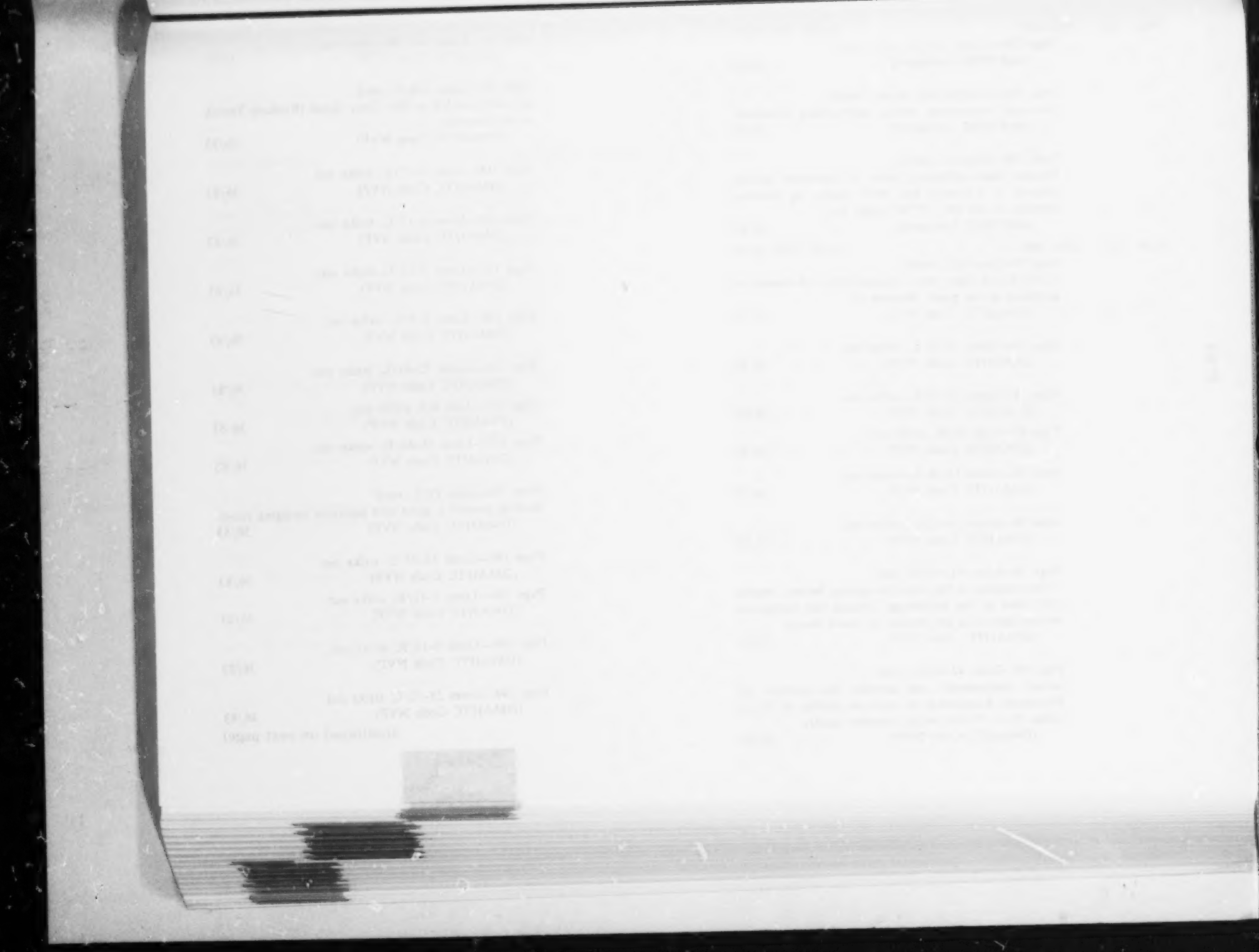
Page 180—Lines 43–47/L; strike out.
(DMAHTC Code NVP) 36/83

Page 180—Lines 1–12/R; strike out.
(DMAHTC Code NVP) 36/83

Page 186—Lines 9–18/R; strike out.
(DMAHTC Code NVP) 36/83

Page 194—Lines 23–32/L; strike out.
(DMAHTC Code NVP) 36/83

(continued on next page)



Page 205—Lines 20–29/R; strike out.
(DMAHTC Code NVP) 36/83

Page 207—Lines 34–45/R; strike out.
(DMAHTC Code NVP) 36/83

Page 212—Lines 45–47/R; strike out.
(DMAHTC Code NVP) 36/83

Page 213—Lines 1–9/L; strike out.
(DMAHTC Code NVP) 36/83

Page 219—Lines 4–15/R; strike out.
(DMAHTC Code NVP) 36/83

Page 227—Lines 39–44/L; strike out.
(DMAHTC Code NVP) 36/83

Page 227—Lines 1–6/R; strike out.
(DMAHTC Code NVP) 36/83

Page 232—Lines 32–51/R; strike out.
(DMAHTC Code NVP) 36/83

Page 250—Lines 9–17/L; strike out.
(DMAHTC Code NVP) 36/83

Page 260—Lines 27–36/L; strike out.
(DMAHTC Code NVP) 36/83

Page 261—Line 26/L; insert after:

Caution.–Anchorage and fishing (trawling) are prohibited in several areas in the approach to Zaliv Nakhodka. Vessels should take care not to anchor in or proceed through these areas with anchors or any other gear in the water. Numerous fishing vessels are reported to work the areas off Zaliv Nakhodka and caution is necessary especially in reduced visibility.
(DMAHTC Code NVP) 36/83

Page 268—Lines 13–20/R; strike out.
(DMAHTC Code NVP) 36/83

Page 269—Lines 1–2/L; strike out.
(DMAHTC Code NVP) 36/83

Page 260—Lines 1–33/R; read:

ZALIV NAKHODHA NAVIGATION REGULATIONS

A traffic regulation center (TRC) has been established in Zaliv Nakhodka. This is a radar control center which monitors all vessels in the area. The use of radar service by vessels is **mandatory**. Radar control is a 24 hour operation which monitors all movement of vessels underway and at anchor, advises them accordingly, and answers requests for information. It also can be used as a navigational guidance system.

application.–The following mandatory regulations apply to all vessels in the N of Zaliv Nakhodka lighted buoy No. 1 (42°43.31N., 132°56.26'E.) connecting with Mys Sredniy on the W and Mys Krylova on the E. These regulations become effective November 5, 1983.

Traffic Regulations.–Movement of vessels is controlled by the Traffic Regulation Center (TRC) located on Mys Kamenskogo. Any vessel movement in the above specified area must be authorized by TRC. This authorization is annulled and must be requested again if it is not acted on within 30 minutes. When it is impossible to follow the regulations, vessels must report the reasons for non-compliance.

Vessels coming from sea to Zaliv Nakhodka must estalish VHF radio communication with TRC on Channel 12 or 16. Call sign: Port Control. When there is no VHF radio on board the vessel, a radio may be obtained from the pilot with a request addressed to the harbor dispatcher or to INFLOT with information regarding the approach of the vessel. In initial communication with TRC the vessel reports:

1. Type and Name
2. Nationality
3. Length
4. Draft
5. Port of Destination
6. Type and Amount of Cargo

(continued on next page)

PUB 155 (continued)

TRC may request a vessel's bearing and distance from any landmark to locate the vessel on the radar screen. TRC may give directions. TRC gives the vessel permission to enter, indicates where the pilot will board, movement schedule, anchorage, and any other necessary information.

All vessels are required to use the traffic separation scheme in Zaliv Nakhodka. A two-way traffic route is in effect in lanes No. 1, 2, 3, 7. Vessels must keep to the right of the traffic separation zone. One-way traffic is in effect in lanes No. 3, 5, 6; the direction of the movement is determined by TRC. Speed is restricted.

1. Vessels with a length of less than 50m (164 ft.) 12 knots.
2. Length 50 to 150m (164 to 492 ft.), 10 knots.
3. Length more than 150m (492 ft.), 8 knots.

Passing of vessels in traffic lanes is prohibited. Vessels travelling outside the traffic lanes when entering a lane must yield to the vessel already in the lane. The Navigation Rules apply to vessels in crossing lanes and on crossing courses outside the traffic lanes, unless TRC states otherwise. Vessels must keep constant radio watch while underway on a VHF radio channel indicated by TRC, and while at achor on Channel 16. If a vessel's VHF fails the vessel must leave the traffic lane and anchor, taking measures to communicate with TRC. The following serve as signals:

1. In daytime: flag R (Romeo)
2. At night: light signal R (- - -)

Pilotage.–Pilotage is compulsory for all vessels. The pilot boards in the area of Zaliv Nakhodka buoy No. 1, an anchorage, or any area specified by TRC.

Anchorage.–The following anchorages have been established for dry cargo vessels: NO. 3, 5,, 6; for tankers No. 10. Anchoring by vessels outside the indicated area is prohibited except in emergency.

Radar Guidance Procedures.–The radar guidance procedure is agreed upon between the TRC operator and the vessel's captain before guidance is begun. The vessel must follow orders from TRC and keep TRC informed of any action taken. The beginning and end of radar guidance is declared by TRC. Radar guidance of vessels without a pilot can be undertaken between Zaliv Nakhodja lighted buoy No. 1 and the pilot boarding-unboarding place. The captain is at all times responsible for the safety of his vessel and is not relieved of this responsibility by TRC.
(NVP0062/83) 50/83

Page 261—Lines 1-26/L; strike out.
(DMAHTC Code NVP) 50/83

PUB 155 2Ed 1983 LAST NM 50/83

Page 89—Line 21/L; read:
bare, gray, triangular rock, 35m (115 ft.) high, resembling a vessel un-
(US Ch 96880) 51/83

PUB 157 3 Ed 1984 NEW EDITION

(DMAHTC) 51/84

PUB 157 3 Ed 1984 LAST NM 51/84

Page 152–Lines 4-8/L; read:
Caution.– Underwater obstructions extending from either bank, restricts the channel width to less than 200 yards close W of the Pilotage Quarantine anchorage. Vessels,
(DMAHTC/NVPS) 6/85

PUB 157 3Ed 1984 LAST NM 6/85

Page 91—Line 42/R: Insert after:
Inbound tankers may obtain the pilot or anchorage in an area centered approximately 4.8 miles NE of Zhifudong Jiao, in depths of 17.6 to 18.2m (57 to 59 ft.). Temporary anchorage for tank vessels working cargo may be taken approximately 2.5 miles NW of the same point, in depths of 18.6m (61 ft.).
(12(74)85 China) 41/85

PUB 158 2Ed 1983 NEW EDITION
(DMAHTC Code NVP) 7/84

PUB 158 2Ed 1983 LAST NM 7/84

Page 12—Line 35/R; read:
in 14.6m (8 fm), sand, good holding ground. The an-
(DMAHTC Code NVP) 8/84

Page 35—Line 27/; read:
Anchorage is available in 18.3m (10 fm) 1¼ miles
(DMAHTC Code NVP) 8/84

Page 40—Line 15/R; insert after:
An oil exploratin platform is located in position 37° 17'49"N., 141°27'47"E. A light is exhibited. A submarine pipeline is laid from the platform to the shore in position 37°14'14"B,m 141°01'00"E,
(DMAHTC Code NVP) 8/84

Page 45—Line 17/R; insert after:
A power transmission cable with a clearance of 26m (85 ft.) spans the mouth of the river.
(1(9/84)84 Tokyo) 8/84

Page 50—Line 38/R; read:
knowledge, can anchor in 5.5 to 28m (3 to 15 fm),
(DMAHTC Code NVP) 8/84

Page 51—Line 4/L; read:
a 1.4m (5 ft.) patch, lies close inside the 20m (11
(DMAHTC Code NVP) 8/84

Page 52—Lines 35-36/R; read:
from 18.3 to 33m (10 to 18 fm), but depths of less than 18.3m (10 fm) extend for almost 10 miles from
(DMAHTC Code NVP) 8/84

Page 77—Line 32/L; read:
There are no dangerous reefs outside the 18.3m
(DMAHTC Code NVP) 8/84

Page 78—Line 9/L; read:
ed close within the 18.3 (10 fm)
(DMAHTC Code NVP) 8/84

Page 82—Line 39/R; read:
the 18.3m (10 fm) lines. Passage through the chan-
(DMAHTC Code NVP) 8/84

Page 92—Lines 11-20/R; strike out.
(DMAHTC Code NVP) 8/84

Page 94—Line 52/R; read:
Ko (approx. 35°02'N., 136°51'E.)
(DMAHTC Code NVP) 8/84

Page 97—Line 49/R; read:
9.1 to 46m (5 to 25 fm). There are several wharves
(DMAHTC Code NVP) 8/84

Page 99—Line 10/L; read:
the front range structure. The depth is about 14.6m
(DMAHTC Code NVP) 8/84

Page 99—Line 50/R; read:
landmarks are few. The 18.3m (10 fm) line lies up to
(DMAHTC Code NVP) 8/84

Page 109—Line 37/R; read:
Depths along this coast are irregular; the 18.3m
(DMAHTC Code NVP) 8/84

Page 112—LIne 44/R; read:
coast, with a few good landmarks. The 18.3m (10 fm)
(DMAHTC Code NVP) 8/84

Page 137—Upper quadrant/L; change:
Harbor Light to Harbor Limit
(DMAHTC Code NVP) 8/84

Page 157—Line 23/R; read:
channel between Irisuna Shima and Tonaki Shima, close E, some-
(DMAHTC Code NVP) 8/84

PUB 158 2Ed 1983 LAST NM 8/84

Page 108—Lines 17-30/L; read:
Sima, that has been dredged to a depth of 12m (39 ft.). There are wharves with depths up to 12m (39
(9(248)84 Tokyo) 15/84

PUB 158 2Ed 1983 LAST NM 15/84

Page 94—Line 52/R; read:
Ko (approx. 35°02'N., 136°51'E.) and Yokkaichi Ko
(DMAHTC Code NVP) 16/84

PUB 158 2Ed 1983 LASTT NM 16/84

Page 57—Line 3/R; insert after:
The Maritime Safety Office must be notified no later than 72 hours prior to a vessel's transiting a traffic route.
(DMAHTC/NVPS) 15/85

PUB 158 2Ed 1983 LAST NM 15/85

Page 83—Lines 30–31/R; read:
conspicuous.
(DMAHTC/HNNP) 40/85

Page 103—Lines 20–21/R; read:
Pilots.–Pilotage for Nagoya is compulsory. The pilot station is at 34°28′N., 137°04′E. Pilots embark at the quarantine an-
(DMAHTC/HNNP) 40/85

PUB 159 3Ed 1985 NEW EDITION
(DMAHTC) 37/85

PUB 159 3Ed 1985 LAST NM 37/85

Page 109—Line 43/L; read:
Vessels must not exceed a speed of 10 knots in the
(DMAHTC/HNNP) 48/85

PUB 160 1Ed 1979 CHANGE 1
(DMAHTC) 42/82

PUB 160 1Ed 1978 LAST CHANGE 1 LAST NM 42/82

Page 284—Lines 50–52/L; strike out.
(DMAHTC Code NVS)

Page 284—Lines 1–15/R; strike out.
(DMAHTC Code NVS) 53/83

PUB 160 1Ed 1979 LAST CHANGE 1 LAST NM 53/83

Page 286—Line 39/R; insert after:
Restricted Area.–The area bounded by the following points is declared off limits to all ships and watercrafts:

1. 11°37′N., 118°51′E.;
2. 11°37′N., 119°10′E.;
3. 10°46′N., 118°32′E.;
4. 10°46′N., 119°040E.

(DMAHTC Code NVP) 27/84

PUB 160 1Ed 1979 LAST CHANGE 1 LAST NM 27/84

Page 302—Line 10/R; read:
IMO-established by the Port of Singapore
(DMAHTC Code NVP) 34/84

Page 302—Line 16/R; read:
IMO-established by the Port of Hong Kong.
(DMAHTC Code NVP) 34/84

Page 302—Line 16/R; insert after:

EAST CHINA SEA

1. In the approaches to Changjang Kou (Yangtse River).–Chart 94216.

2. The following Chinese regulations apply to this non-IMO adopted scheme:

(a) No vessel, with the exception of those with a draft too great for Nan Shuidao, shall be navigated in Beicao Hangdao and Beicao Hangcao.

(b) Vessels inbound are requested to report their name and time to passing the roundabout centered on Changjiang Kou Light Vessel, via VHF Channels 6 and 16 respectively. This report should be made at a distance greater than four miles from Changjiang Kou Light Vessel. Vessels should also exhibit, where best seen, a black cylinder by day, or two all-round violet lights in a vertical line by night, until arriving light buoy 270. Vessels outbound shall exhibit the same lights and shapes when in the section between light buoys H46 and 261.

(c) Upon entering Beicao Hangcao vessels are requested to take the following actions:

(1) Report name of vessel and time of entering, to other vessels within Beicao Hangcao.
(2) Upstream vessels give way to downstream vessels.
(3) All actions taken to prevent collision should be completed 3 miles before entering Beicao Hangcao.
(4) Vessels inbound and outbound are prohibited from passing on both sides of a dredger, which exhibits the prescribed signals in accordance with the Coastal Port Signals of China.
(d) Overtaking and stopping are strictly prohibied.
(e) Nothing may be dumped into Beicao Hangcao.
(f) Crossing Beicao Hangdao and Beicao Hangcao is prohibited while other vessels are transiting these areas.

(DMAHTC Code NVP) 34/84

(continued on next page)

PUB 160 (continued)

Page 302—Line 48/L; read:
area are listed below. No IMO-approved schemes
(DMAHTC Code NVP) 34/84

PUB 160 1 Ed 1979 **LAST CHANGE 1** **LAST NM 34/84**

Page 269—Lines 34-36/R; strike out.
(DMAHTC/NVPS) 9/85

PUB 160 1Ed 1979 LAST CHANGE 1 LAST NM 9/85

Page 268—Line 55/R; insert after:

General.–Gunnery practice, bombing, and naval operations may take place within the vicinity of the areas detailed below.
(DMAHTC/NVPS) 14/85

Page 269—Line 16/L; insert after:

China Sea North Range.–An area enclosed by the following points:

A. 1°30′N., 104°20′E.
B. 2°00′N., 104°20′E.
C. 2°00′N., 104°35′E.
D. 1°30′N., 104°35′E., to beginning.

Area Juliet.–An area enclosed by the following positions:

A 2°00′N., 104°17′E.
B. 2°00′N., 104°36′E.
C. 2°30′N., 104°36′E.
D. 2°36′N., 104°17′E., to beginning.

Area Kilo.–An area enclosed by the following positons:

A. 2°00′N., 104°36′E.
B. 2°00′N., 104°55′E.
C. 2°30′N., 104°55′E.
D. 2°30′N., 104°36′E., to beginning.

Area Lima.–An area enclosed by the following positions:

A. 1°30′N., 104°36′E.
B. 1°30′N., 104°55′E.
C. 2°00′N., 104°55′E.
D. 2°00′N., 104°36′E., to beginning.

Area Mike.–An area enclosed by the following positions:

A. 1°30′N., 104°55′E.
B. 1°30′N., 105°30′E.
C. 2°00′N., 105°30′E.
D. 2°00′N., 104°55′E., to beginning.

Area Golf.–An area enclosed by the following positions:

A. 2°30′N., 104°36′E.
B. 2°30′N., 104°17′E.
C. 3°00′N., 104°17′E.
D. 3°30′N., 104°36′E., to beginning.

Pulau Yu.–Bombing and gunnery exercises carried out by aircraft take place within the vicinity of Pulau Yu, in an area defined by the following positions:

A. 2°09′N., 104°17′E.
B. 2°06′N., 104°17′E.
C. 2°06′N., 104°14′E.
D. 2°09′N., 104°14′E., to beginning.

Two un-named areas in which naval operations take place are enclosed by the following positions:

A. 2°00′N., 104°55′E.
B. 2°00′N., 105°13′E.
C. 2°30′N., 105°13′E.
D. 2°30′N., 104°55′E., to beginning.

A. 2°00′N., 105°13′E.
B. 2°00′N., 105°30′E.
C. 2°30′N., 105°30′E.
D. 2°30′N., 105°13′E., to beginning.
(DoD F.I.P. AP/3A) 14/85

PUB 160 1Ed 1979 LASTT NM 14/85

Page 17—Line 13/R; read:
tion to the Port Health Office not more than 30
(DMAHTC/NVPS) 15/85

Page 17—Line 27/R; insert after:
7. Whether the vessel is an oil tanker, cargo, container, or LASH ship.
8. Whether foodstuffs is carried as cargo.
(DMAHTC/NVPS) 15/85

Page 20—Lines 18-22/L; read:
becoming a dead ship. The expression "dead ship" means any ship exceeding 50m (164 ft.) in length, other than a laid-up ship, which is unable to proceed under its own power; unable to maneuver with its own steering gear; unable to work its own anchors, or unable to maintain the watertight integrity of the ship.
Upon a local storm warning signal
(DMAHTC/NVPS) 16/85

Page 20—Lines 25-26/L; read:
main engines. Vessels shall, if so directed, leave their mooring.
Upon a local storm other than No. 1
(DMAHTC/NVPS) 16/85

Page 20—Line 35/L; read:
in the opinion of the director of marine is qualified and is capable of carrying
(DMAHTC/NVPS) 16/85

Page 272—Line 30/R; read:
between (b) and No. 6 light buoy, 900 yards wide between
(DMAHTC/NVPS) 20/85

Page 272—Line 35/R; insert after:
(C) The area bounded by the following approximate positions has been swept, and is considered clear for all operations:
(a) 6°49′03″S., 112°59′50″E.
(b) 6°52′40″S., 113°00′00″E.
(c) 6°52′40″S., 112°53′40″E.
(d) 6°49′03″S., 112°53′40″E.

(D) The area bounded by the following points has been swept and is considered safe for all operations:
(a) 6°45′00″S., 112°34′00″E.
(b) 6°45′00″S., 112°43′45″E.
(c) 6°53′21″S., 112°43′58″E.
(d) 6°53′21″S., 112°34′00″E.
(e) 6°51′16″S., 112°34′00″E.
(f) 6°47′20″S., 112°30′10″E.
(g) 6°47′32″S., 112°34′00″E.

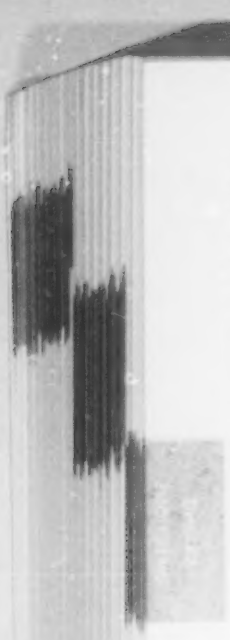
(E) The area bounded by the following points has been swept:
(a) 6°41′07″S., 112°53′46″E.
(b) 6°42′58″S., 112°54′58″E.
(c) 6°39′00″S., 112°57′06″E.
(d) 6°39′00″S., 112°55′15″E.

(F) The following area has been swept, considered safe for all operations, and is enclosed by the points given below:
(a) 6°45′00″S., 112°52′51″E.
(b) 6°45′00″S., 113°00′00″E.
(c) 6°47′52″S., 113°00′00″E.
(d) 6°47′52″S., 112°54′15″E.
(e) 6°52′40″S., 112°54′40″E.
(f) 6°52′40″S., 112°45′00″E.
(g) 6°49′18″S., 112°45′00″E.
(h) 6°49′18″S., 112°52′51″E.
(DMAHTC/NVPS) 20/85

Page 272—Lines 49-57/R; read:
(b) A swept lane traversing the area bounded by the following points:
(a) 7°11′15″S., 112°48′25″E.
(b) 7°13′33″S., 112°51′20″E.
(c) 7°23′50″S., 113°01′20″E.
(d) 7°23′50″S., 112°57′10″E.
(e) 7°19′20″S., 112°53′00″E.
(f) 7°13′58″S., 112°50′55″E.
(g) 7°11′40″S., 112°48′00″E.
(DMAHTC/NVPS) 20/85

Page 273—Lines 1-44/L; read:
4. Madura.—The area bounded by the coast of Madura and by lines joining the following positions is considered dangerous due to mines:
(a) The N coast of Madura in 113°03′00″E.
(b) 6°48′00″S., 113°03′00″E.
(c) 6°48′00″S., 114°07′00″E.
(d) 6°58′00″S., 114°12′00″E.
(e) 7°00′00″S., 114°12′00″E.
(f) The E coast of Madura in 7°00′00″S.

(continued on next page)



PUB 160 (continued)

(A) The area bounded by the parallels of 6°48′S. and 6°50′S., between the meridians of 113°05′E. and 113°07′E., has been swept.

(B) The area bounded by the parallels 6°48′S. and 6°51′45″S., between the meridians 113°00′E., and 113°06′E., has been swept.

(C) The area bounded by the parallels of 6°48′S. and 6°53′S., between the meridians 113°06′E. and 113°11′E, has been swept.

(D) The area bounded by teh parallels of 6°48′S., and 6°49′S., between the meridians of 113°56′50″E., and 114°03′30″E., has been swept.

(E) The following area which is considered safe for navigation or oil and gas exploration, has been swept, and is bounded by the following points:

(a) 6°48′00″S., 113°11′00″E.
(b) 6°48′00″S., 113°15′00″E.
(c) 6°53′00″S., 113°15′00″E.
(d) 6°53′00″S., 113°11′00″E.

(DMAHTC/NVPS) 20/85

PUB 160 1Ed 1979 LAST CHANGE 1 LAST NM 20/85

Page 17—Lines 45–48/L; read:

PILOTAGE.–Pilotage is compulsory while navigating in the waters of Hong Kong.

(DMAHTC/HNNP) 41/85

PUB 161 3Ed 1985 NEW EDITION
(DMAHTC) 49/85

PUB 162 2Ed 1982 NEW EDITION

Page XIV—Line 5/column 2; strike out.
(DMAHTC Code NVP) 46/82

Page XIV—Line 18/Column 2; insert after:
126a (Rev. Blank)
(DMAHTC Code NVP) 46/82

Page 54—Line 10/L; read:
ft.), lies about ¼ mile N of the N extremity of
(DMAHTC Code NVP) 46/82

Page 91—Line 54/R; read:
Balicuatro Islands (12°39′N., 124°24′E.) are a
(DMAHTC Code NVP) 46/82

Page 99—Graphic:
Change page number to 126a and relocate to follow page 126
(DMAHTC Code NVP) 46/82

Page 123—Line 32/R; insert after:
Tomonton Shoal, with depths of 0.9m (½ fm) to 2.7m (1½ fm), extends about 3 miles NW from
(DMAHTC Code NVP) 46/82

Page 278—Lines 38–44/L; read:
With the N end of Cauit Island abeam, alter course to bring the tower of Santo Nino church and the cathedral spire ahead bearing about 033°. When the center of the Shell Tank Farm is bearing about 090°, a course of 070° leads past the piers.
(NVS6639/82) 46/82

Page 294—Line 37/R; read:
Layaban Point (8°31′N., 123°47′E.), situated 2½
(DMAHTC Code NVP) 46/82

Page 405—Line 30/R; read:
land (8°11′N., 117°01′E.), on the W side of the N
(DMAHTC Code NVP) 46/82

Page 429—Line 7/L; read:
JOLO GROUP—TAPUL GROUP
(DMAHTC Code NVP) 46/82

PUB 162 2Ed 1982 LAST NM 46/82

Page 127Lines 44–34/L; read:
from the district pilotage office at Pulupandan. Pilots are available 24 hours and board E of Inampulugan Island, at the S extremity of logiog Bank. During the SW Monsoon pilots board at a position about 2½ miles N of Pandan Point. The pilot station is equipped with VHF and operates on channel 13.
(NVP0028/83) 28/83

(continued on next page)

PUB 162 (continued)

Page 127—Lines 1-2/R; read:
steer 050° from a position with the E extremity of Guiuanon Island bearing 270°, distant 4 miles,
(DMAHTC Code NVP) 28/83

Page 136—Graphic; change:
"MINDORO" to "MINDANAO" at lower right.
(DMAHTC Code NVP) 28/83

Page 137—Graphic; change:
"MINDORO" to "MINDANAO" at lower right.
(DMAHTC Code NVP) 28/83

Page 411—Graphic; change:
"MINDORO" to "PANAY" in 11°10′N., 122°30′E.
"PANAY" to "NEGROS" in 10°00′N., 123°00′E.
(DMAHTC Code NVP) 28/83

PUB 162 2Ed 1982 LAST NM 28/83

Page 310—Line 25-32/R; read:
Landmarks.–The town is largely obscured by palm trees, but a prominent radio tower stands ¾ mile NW of the T-head pier (Government Pier).
(NVP0053/83) 43/83

Page 310—Lines 36-38/R; read:
pilot anchor ½ mile S of the main wharf, though it was reported in 1983 that the pilot will board up to 2 miles SW of the wharf. The pilot can be reached by VHF, and the pilot boat is red and white with the word "Pilot" painted on the deckhouse.
(NVP0053/83) 43/83

PUB 162 2Ed 1982 LAST NM 43/83

Page 34—Lines 11-15/R; read:
Bay, about ½ mile ENE of Camayan Point.
(NVS7177/84) 6/84

PUB 162 2Ed 1982 LAST NM 6/84

Page 281—Line 46/R; read:
(1983) good anchorage on a bearing of 095°, 700 yards from the end of Pier 2, 3,500 feet off.
(DMAHTC Code NVP) 9/84

PUB 162 2Ed 1982 LAST NM 9/84

Page 372—Line 27/R; insert after:
Restricted Area.–The area bounded by the following coordinates is declared off limits to all ships and watercrafts:
1. 11°37′N., 118-51′E.;
2. 11°37′N., 119°10′E.;
3. 10°46′N., 118°32′E.;
4. 10-46′N., 119-04′E.

(DMAHTC Code NVP) 27/84

PUB 162 2Ed 1982 LAST NM 27/84

Page 108—Lines 41-42/R; read:
ble. Also a 4½-fathom depth was reported (1984) to exist in 12°14.4′N., 122°49.0′E. (PA).
(13(16)84 Manila) 34/84

PUB 162 2Ed 1982 LAST NM 34/84

Page 34—Line 38/R; read:
poor holding ground. Vessels should also exercise caution when operating near the area bound by 14°46′59″N., 128°14′10″E., 14°46′44″N., 120°15′24″E., 14°47′39″N., 120°14′30″E., and 14°47′05″N., 120°15′24″E., since unrecovered mines exist within this area consituting a hazard to navigation.
(HNNM7569/85) 40/85

Page 133—Line 30/L; read:
Point bears 048°, distance 1 3/4 miles on a course of 044°
(DMAHTC/HNNP) 40/85

PUB 163 3Ed 1985 NEW EDITION
(DMAHTC/NVPS) 16/85

PUB 163 3Ed 1985 LAST NM 16/85

Page 132—Line 5/L; insert after:
Teluk Semangka Oil Terminal.—A storage hulk is anchored near the head of the bay; tankers of up to about 100,000 tons load gas, oil and kerosene from it. There is a depth of 19m (62 ft.) alongside.

It is reported that good **anchorage** in 19 to 92m (10 to 50 fm.) can be obtained 1/2 to 3 miles from the shore in the N part of the bay.

(continued on next page)

PUB 163 (continued)

A mooring master, compulsory for vessels berthing alongside the storage hulk, boards in the anchorage and two tugs are available to assist in berthing.
(DMAHTC/NVPS) 17/85

PUB 163 3Ed 1985 LAST NM 17/85

Page 3—Line 2/R; insert after:

Oilfields.–Oilfields with associated structures both above and below water, posing a hazard to navigation, are located in the waters N of Kepulau Anambas. These areas are best seen on the appropriate chart.
(DMAHTC/HNNP) 36/85

Page 18—Line 4/L; insert after:

Udang Oilfields, consisting of a production platform and a storage barge, lies in the approximate position 4°35.5′N., 106°27.2′E. Restricted Areas and Prohibited Anchorages with radii of 1 mile and 1 3/4 miles respectively, are centered on the barge and the platform. Vessels waiting to berth alongside the barge may **anchor** approximately 3 1/2 miles WNW of the platform.

Vessels not using the facilities should avoid the area by as wide a margin as practicable. Vessels wishing to approach or anchor in the vicinity of the oilfield are urged to contact the proper authorities for the location of submarine pipelines, obstructions, or other hazards to navigation that may be present.
(DMAHTC/HNNP) 36/85

PUB 163 3Ed 1985 LAST NM 36/85

Page 405—Lines 7–9/R; read:

berthing master in the anchorage bounded by latitudes 4°23.7′N., 4°25.7′N. and longitudes 113°53.0′E., 113°55.0′E.
25(1677)85 Taunton 38/85

PUB 163 3Ed 1985 LAST NM 38/85

Page 205—Line 29/L; read:

edge of the reef, is reported (1985) no longer visible above water.
(31(328)85 Jakarta) 8/86

PUB 164 2Ed 1983 NEW EDITION
(DMAHTC) 28/83

PUB 164 2 Ed 1983 LAST NM 28/83

Page 208—Line 24/L; read:

this reef. About 0.9 mile SE of Walter Reef, a patch of discolored water was reported (1984)
(NVS 7343/84) 45/84

PUB 170 1Ed 1978 CHANGE 2
(DMAHTC Code NVP) 27/83

PUB 170 1Ed 1978 LAST CHANGE 2 LAST NM 27/83

Page 470b—Lines 1–8/L; read:

varies in width between ¾ and 1¾ miles. It was reported in 1982 that the shallowest depth of 23m (75.5 ft.) lies between the longitudes of 69°08′E., and 69°10′E. Vessels navigating in the Gulf of Kutch, unless constrained by draft, should avoid using the deepwater route.
(7(184)83 Taunton) 29/83

PUB 170 1Ed 1978 LAST CHANGE 2 LAST NM 29/83

Page 28—Lines 30–31/R; read:

U.S. Consul.–The islands are independent but within the territory represented by the U.S. Embassy in Colombo, Sri Lanka.
(DMAHTC Code NVP) 36/83

PUB 170 1Ed 1978 LAST CHANGE 2 LAST NM 36/83

Page 38a—Line 7/L; insert after:

Any ship carrying arms, ammunitions or explosives, as part of its general cargo, en route to any Saudi port, should, prior to loading such cargo, submit to the Saudi Ministry of Interior, full declarations on the contents of its cargo, to whom it is shipped, and the port of unloading. This is done in order to enable the proper Saudi Authority to make the necessary investigations before allowing such a ship to leave the port.
(NVP0009/84) 9/84

Page 38a—Line 25/L; insert after:

Ships passing through Saudi Ports should submit

(continued on next page)

PUB 170 (continued)

manifests covering all the goods in their cargo, which will be unloaded in ports other than those of Saudi Arabia, in order to verify the contents of their cargo. Any ship that does not comply with these regulations or is found to be carrying arms, ammunitions, or explosives without obtaining, in advance, a license from the Ministry of Interior, will be impounded. (NVP0009/84) 9/84

PUB 170 1Ed 1978 LAST CHANGE 2 LAST NM 9/84

Page 114—Line 23/L; insert after:

QUARANTINE REGULATIONS—**Radio Pratique**.- The master of any vessel arriving from overseas should, no more than 24 hours and not less than 12 hours before arrival, transmit to the Quarantine Officer, if necessary through the Agent, a statement giving the following details:

A. Name, type and nationality of vessel.

B. Itinerary for last 21 days. If over 21 days from last port, name of port and date of departure.

C. Name of first Australian port and ETA.

D. Number of crew.

E. Number of passengers.

F. Any deaths on board during the voyage-. Give details.

G. Any cases of illness during the last 21 days with a fever of 38°C or above, and—

(a) acompanied by rash, jaundice or glandular swelling, or

(b) accompanied by diarrhea lasting longer than 24 hours.

H. Persons suffering from veneral disease during the boyage-

I. Live fish, birds, reptiles or other animals being carried (including ship's pets),

J. Livestock carried on previous voyages in the last six months- Please advise type of livestock, date of voyage and ports visited. Have all stock-carrying compartments been thoroughly cleaned and disinfected-

K. Do you request radio pratique-

(DMAHTC Code NVP) 26/84

PUB 170 1Ed 1978 LAST CHANGE 2 LAST NM 26/84

Page 101—Line 29/L; insert after:

Priority Signals.-In certain Australian ports, vessels of 35m (115 ft.) or more in length (Less in some ports), when navigating within pilotage waters of the port and requiring priority or right-of-way over other vessels, may display:

BY DAY: berthing or unberthing flag signals as prescribed in the Port Authority By-laws:

AT NIGHT: Two lights mounted vertically 2m (6.5 ft.) apart, the upper being green, the lower, red. (DMAHTC Code NVP) 30/84

PUB 170 1 Ed 1978 LAST CHANGE 2 LAST NM 30/84

Page 392—Line 22/R; insert after:

MALAYSIA

Firing Practice and Exercise Areas.- The below listed areas are used for firing or various training purposes off the W coast of Malaysia. For further information on firing practice areas located off the E coast of Peninsular Malaysia and off the N coast of East Malaysia, consult Pub. 160, Sailing Directions (Planning Guide) for Southeast Asia.

(WM) D1. Butterworth.- Beginning at position 5°43'N., 100°19'E. to 5° 43'N., 100°15'E. to 5°57'N., 100°02'E. to 6°02'N., 100°02'E. to 6°04'N., 100°04'E. to 6°04'N., 100°09'E. to 5°53'N., 100°21'E. to point of origin.

(WM) D16 Song Song.- Beginning at position 5°49'N., 100° 17'E. to 5°49'N., 100°18'E. to 5°48'N., 100°20'E. to 5°47'N., 100°21'E. to 5°46'N., 100°19'E. to 5°45'N., 100°18'E. to 5°47'N., 100°17'E. to point of origin.

(WM) D 18 Butterworth.- Beginning at position 5°00'N., 99°00'E. to 5°47'N., 99°00'E. to 5°47'N., 99°47'E. to 5°00'N., 99°47'E. to 5°05'N., 99°05'E. to 5°13'N., 99°05'E. to 5°13'N., 99°42'E. to 5°05'N., 99°42'E. to 5°42'N., 99°05'E. to 5°42'N., 99°42'E. to 5°34'N., 99°42'E. to 5°34'N., 99°05'E. to point of origin.

(continued on next page)

PUB 170 (continued)

(WM) P 19 Bukit Serene.– Within a circle with a radius of 2 NM centered on 1°28'N., 103°46'E. with the southern border coinciding with the coastline of South Johor.

(WM) D 30 Butterworth.– Beginning at position 7°04'N., 98°00'E., to 5°45'N., 98°00'E. to 4°08'N., 100°18'E. to 5°00'N., 100°05'E. to 5°00'N., 100°00'E. to 6°15'N., 100°00'E. to 6°20'N., 99°55'E. to 6°17'N., 99°30'E. to point of origin.

(WM) D 41 Malaysian Naval Exercise Area.– Beginning at position 1°25'N., 103°00'E. to 1°30'N., 103°00'E. to 1°27'N., 103°10'E. to 1°22'N., 103°10'E. to point of origin.

(WM) R 301 Lumpur.– From position 3°20'N., 101°08'E. counterclockwise along a 20 NM arc from the point of vortex (3°20'N., 101°28'E.) to 2°59'N., 101°27'E. then direct to 2°40'N., 101°25'E. on a 40 NM arc from the point of vortex, then clockwise along the 40 NM arc to a position 3°20'N., 100°48'E. and from there to the point of origin.

(WM) R 401 Lumpur.– From position 3°20'N., 100°57'E. to 3°20'N., 100°37'E. to 4°00'N., 100°09'E. to 4°00'N., 100°29'E. to 3°48'N., 100°47'E. then southward 2 NM W of the coastline to 3°35'N., 101°01'E. to point of origin.

(WM) R 402 Alor Setar.– Beginning at position 6°15'N., 99°30'E. to 6°15'N., 100°05'E., then along the Alor Setar Control Zone boundary W to 6°26'N., 100°09'E., then a straight line joining the Malaysia/Thai border to 6°26'N., 99°30'E. to point of origin.

(WM) R 403 Alor Setar.– Beginning at position 5°58'N., 100°21'E., then along the coast to Alor Setar Control Boundary W to 6°24'N., 100°08'E. then along the same boundary W to 6°10'N., 100°04'E. to 5°58'N., 100°17'E. to point of origin.

(DoD F.I.P. AP/3A) 8/85

PUB 170 1Ed 1978 LAST CHANGE 2 LAST NM 8/85

Page 9—Line 31/R; insert after:

Caution.-The possible existance of uncharted coral pinnacles cannot be discounted in the Red Sea.

(NVS7457/85) 25/85

PUB 170 1Ed 1984 LAST CHANGE 2 LAST NM 25/85

Page 430—Lines 8-13/R; read:

Offshore Oil Development Area.–An extensive area of producing oilfields and exploration areas lies off the Indian coast, and in the approaches to the port of Bombay. Numerous derricks, oil production platforms, wells, single point moorings, and other obstructions hinder the safe naviagition of the area.

Indian authorities have established recommended routes to aid traffic transiting the area, or bound for the port of Bombay. Local authorities request that vessels remain 1 to 2 miles to starboard of the trackline shown on the chart, consistent with safe navigation and the International Regulations for Preventing Collisions at sea, 1972 ('72 COLREGS).

The extent of the development area and the recommended routes are best seen on the appropriate chart.

(DMAHTC/HNNP) 30/85

PUB 171 2Ed 1983 NEW EDITION

Page III—Line 2/L; read:

East Africa and the South Indian Ocean, Second

(DMAHTC Code NVP) 1/84

Page 31—Line 32/L; read:

the outer anchorage in a position 2.2 mile 072.5° from the South Breakwater Light. Mariners are cautioned that great care should be taken when approaching the pilot station during NE'ly wind conditions, which increase the effect of the SW'ly current. Except in an emergency, ves-

(9(67)83 Cape Town) 1/84

Page 35—Line 17/L; read:

the outer anchorage in a position 2 miles 027° from the South Breakwater Light. Vessels should give advance notice of the ETA to Port Control when passing calling-in points 10 miles seaward of the South Breakwater Light, through VHF radio on channel 16. Vessels not equipped with VHF may give their ETA on 2182 kHz. Vessels should have pilot lad-

(9(69)83 Cape Town) 1/84

(continued on next page)

PUB 171 (continued)

Page 39—Lines 50–55/R; read:

Pilotage.–Pilotage is compulsory. The pilot boarding place is located 3 miles, 135°, from the south breakwater head light. Vessels awaiting a pilot are advised to remain in this position and not to approach closer in until contact has been made either with the pilot vessel or Port Control. Pilot will only board provided it is during the hours of daylight. Pilots are conveyed to vessels
(NVP0057/83) 1/84

Page 40—Line 5/L; read:

BAY" via Durban Radio, 48 and 24 hours prior to
(NVP0057/83) 1/84

Page 52—Lines 19–20/R; read:

latter as the depth will permit but not within the prohibited anchorage area outlined on the chart.
(DMAHTC Code NVP) 1/84

Page 108—Lines 23–24/R; read:

Ras Bwechano Light (5°51'S., 39°13'E.), it was reported (1982) that the light no longer exists or is overgrown with palm trees. Pilot reported it hasn't been seen in years.
(NVP0058/83) 1/84

Page 167—Line 15/L; read:

Light, is surmounted by a conical top-
(BA SD) 1/84

Page 167—Line 38/L; read:

have obtained pratique which can be obtained by radio 48 hours before arrival from the Department of Health. A copy of the quarantine
(BA SD) 1/84

Page 167—Line 39/L; insert after:

Dumping of refuse overboard is not permitted. When berthed alongside, refuse is collected by garbage boat by prior arrangement with vessel's agent.
(BA SD) 1/84

Page 167—Line 15/R; insert after:

Prohibited Anchorage.–Anchorage is prohibited between Brilliant Point (4°39'S., 55°29'E.) and Cerf Island, and between Cerf Island nd Saint Anne Island.
(BA SD) 1/84

Page 175—Line 45/L; read:

aeronautical light. It was reported (1983) that a water tower had been constructed in position 7°15'56"S., 72°22'33"E., and that it can be seen from 15 miles.
(NVP0059/83) 1/84

Page 175—Lines 25–37/R; read:

Anchorages.–Designated anchorage areas have been established in Eclipse and Rambler Bays. Other anchorages lie between the two bays off the Supply and Pol Pier. Those anchorages in Eclipse Bay are designated A, those in Rambler Bay are designated C and those in between are B.
(DMAHTC Code NVP) 1/84

Page 200—Lines 3–4/L; read:

depth of 60m (197 ft.). A second anchorage
(DMAHTC Code NVP) 1/84

Page 278—Line 16/L; insert after:

Banc du Narcissus fronts the entrance to Baie de Bombetoka. It extends about 10½ miles N of Pointe Anorombato. Four shoals with depths of 5.5m (18 ft.) and less lie on this bank.
(BA SD) 1/84

Page 288—Line 29/R; insert after:

Pilotage.–Pilotage is not available at Morondava. There are no tugs
(BA SD) 1/84

Page 345—Line 45/L; insert after:

ANJOUAN 12°14'S., 44°27'E. 9°197
(DMAHTC Code NVP) 1/84

No. 9 (ore pier) with a frontage of 243 yards has a draft limitation of 12m (39½ ft.) alongside.
(NVP0068/83) 1/84

Page 57—Line 21/L; read:

up to 12m (39 ft.) with prior permission from
(NVP0068/83) 1/84

PUB 171 2Ed 1983 LAST NM 1/84

Page 167—Line 7/L; insert after:
The first pair of range beacons, in line 209½, are reported (1983) to be low to the ground and difficult to distinguish.
(DMAHTC Code NVP) 5/84

PUB 171 2Ed 1983 LAST NM 5/84

Page 184—Line 48-50/R; read:
Harbors respectively.
(NVS7199/84) 30/84

Page 185—Lines 11-15/L; read:
Restricted Anchorage.–There is restricted anchorage 800 yards SW of the entrance of Le Port, in 40m (22 fm), black sand. Anchorage may not be taken without prior authorization by the Port Authority.
(NVS7199/84) 30/84

PUB 171 2 Ed 1983 LAST NM 30 /84

Page 42–Lines 3-5/R; read:
located in 25°56.1'S 32°45.0'E., about 10 miles NE from Lourenco Marques Wharf. Pilot granted if 16
(NVS 7370/84) 4/85

Page 42–Lines 12-13/R; read:
at night. Pilot boards about 3 miles E of Ilha Xefina Grande. When picking up a pilot, the pilot ladder and
(NVS 7370/84) 4/85

Page 43–Lines 4-6/R; read:
Caution.– All lights and buoys in Maputo Bay have been reported extinguished and many of the buoys not in their charted position or missing (1984), therefore, extreme caution is advised when navigating within this area.
(NVS 7370/84) 4/85

PUB 171 2 Ed 1983 LAST NM 4/85

Page 26–Lines 39-52/R; read:
Pilotage.– Pilotage is compulsory for merchant vessels entering, leaving, or shifting berth within the harbor. Ships must give advance notice of their ETA from the calling-in points. For ships approaching from the E this is 16 miles E of the breakwater and for ships approaching from the W, it is 3.5 miles S of Cape Recife. Port Elizabeth Port Control operates on VHF Channel 16, working Channel 12. The Pilot Boarding Place is in a position 050°, 2.5 miles from the Breakwater Light.
(DMAHTC/NVPS) 9/85

PUB 171 2Ed 1983 LAST NM 9/85

Page 40—Line 17/R; insert after:
A light exists 1.2 miles SSW of the cape.
7(59)85 Cape Town 38/85

PUB 171 2Ed 1983 LAST NM 38/85

Page 42—Line 32/L; read:
Xefina Shoal, in the vicinity of Xefina Shoal Light, is reported (1985) to be extending S towards the channel.
(30(1977)85 Taunton) 40/85

PUB 171 2Ed 1983 LAST NM 40/85

Page 175—Lines 25–37/R; read:
Anchorage.–Designated anchorage areas have been established in Eclipse and Ramble Bays, and in between the two bays off the Supply and Pol Pier. Anchorage depths range from 9.4 to 32m (31 to 105 ft.). These anchorage areas must be best seen on the appropriate chart.
(HNNM7562/85) 41/85

PUB 172 2Ed 1983 NEW EDITION

Page 46—Line 31–38/R; strike out.
(DMAHTC Code NVP) 38/83

Page 75—Line 45/R; read:
Ras Anrata (14°42'N., 40°57'E.) is low and has
(DMAHTC Code NVP) 38/83

Page 249—Lines 28–29/L; read:
80,000 dwt. The Mooring Master may allow vessels in excess of 80,000 dwt. to moor provided the vessel has first obtained written permission from the Company. The maximum draft allowed is 16.8m (55 ft.) on departure.
Pilots.–Vessels to be moored at the loading berth will be boarded by a Mooring Master about 3 miles

(continued on next page)

PUB 172 (continued)

due N of the loading berth. Mooring Master will be provided by the Company and vessels will not be allowed to approach or depart from the loading berth without him on board.

ETA should be sent 72 hours prior to arrival, providing the follwoing information:

1. The estimated draft upon arrival,
2. The quantity and grade of crude oil to be loaded,
3. The estimated sailing draft,
4. The last port of call,
5. Whether the vessel has a clean Bill of Health, and,
6. The distance from the bow to the center of the vessel's manifold.

Further ETA messages should be sent when the vessel is 48 24 hours distant confirming or giving notice of any change in the 72 hour ETA. Additional messages should be sent at any other time after the 24-hour ETA when a change by more than 2 hours occurs in the ETA.

Radio.–The Company is equipped with VHF radiotelephone and maintains watch on channels 16 and 74. Not less than 12 hours prior to ETA, the vessel is required to maintain a radio watch on R/T frequency 2182 and VHF channel 16.

Anchorage.–The anchorage area for vessels awaiting the loading berth at Hamrihah Oil Terminal is a circular are ½ mile in diameter centered 3 miles N of the loading berth.

(DMAHTC Code NVP) 38/83

Page 253—Line 2/L; read:
About 6 miles S of this lightship is AD Delta lighted
(DMAHTC Code NVP) 38/83

Page 253—Line 29/R; insert after:
Between 0330–0530 and 1800–2100 there will be no shipping movements.
(DMAHTC Code NVP) 38/83

Page 279—Line 45/L; read:
of up to 110,000 dwt come alongside Berths 5
(DMAHTC Code NVP) 38/83

Page 294—Line 18/L; read:
14.3m (47 ft.). Berth No. 2 is similar to No. 1 ex-
(DMAHTC Code NVP) 38/83

Page 294—Lines 25–26/L; read:
in depths of 18.9 to 19.5m (62 to 64 ft.) and 21.3 to 22.3m (70 to 73 ft.), respectively. All depths are at
(DMAHTC Code NVP) 38/83

Page 294—Line 28/L; read:
1,230 feet long and up to 300,000 dwt (315,000 depending upon weather permit) can load
(DMAHTC Code NVP) 38/83

Page 294—Line 30/L; read:
using the rise in tide. At No. 4 Berth, 250,000 dwt (300,000 depending upon weather permit)
(DMAHTC Code NVP) 38/83

PUB 172 2Ed 1983 LAST NM 38/83

Page 93—Lines 17–18/L; read:
tinuation of the traffic separation scheme until a point abeam No. 5 light buoy, the limit of the controlled navigation area. Within the port limits, vessels should report to Port Control when passing the reporting points below:

A. N of Schermo Reef
B. Abeam of Um Elnokouth Reef
C. NE of No. 5 light buoy.
D. NE of No. 9 light buoy.

The pilot boards at the same point as pilots
(DMAHTC Code NVP) 39/83

Page 93—Line 21/L; read:
hours before services are required. ETA should be confirmed on VHF when within range. Permission to enter the port must be obtained from Port Control.
(DMAHTC Code NVP) 39/83

Page 93—Line 46/L; read:
14m (46 ft.). The terminal is within the controlled navigation area.
(DMAHTC Code NVP) 39/83

Page 351—Line 13/L; read:
ABU EL KIZAN 24°56'N., 35°52'E. 3°34'
(DMAHTC Code NVP) 39/83

(continued on next page)

PUB 172 (continued)

Page 352—Line 55/R; read:
BANDAR HALILEH 28°49'N., 51°00'E. 14°240'
(DMAHTC Code NVP) 39/83

Page 353—Line 52/R; read:
DAEDALUS REEF 24°56'N., 35°52'E. 3°34'
(DMAHTC Code NVP) 39/83

PUB 172 2Ed 1983 LAST NM 39/83

Page 110—Line 26/R; insert after:
Caution.-Gizan South Approach Route is closed (1983) to all vessels pending completion of surveying operations. All vessels bound for Gizan should use Gizan North Approach Route, which is marked by lighted buoys and can best be seen on the chart. A racon transmits from Gizan North Lighted Safe Water Buoy, moored about 6¼ miles W of Sail Makawa Light. The maximum recommended draft for vessels using the route is 10m (33 ft.). The positions of the buoys cannot be relied upon, therefore it is advisable to contact Gizan Port Authority for information before entering.
(BA SD) 41/83

PUB 172 2Ed 1983 LAST NM 41/83

Page 351—Line 14/R; read:
AL HAMRIYAH 25°29'N., 55°30'E. 15°249'
(DMAHTC Code NVP) 45/83

Page 351—Line 20/R; read:
AL HAYRAH 25°23'N., 55°24'E. 15°249'
(DMAHTC Code NVP) 45/83

Page 355—Line 12/R; read:
HAMRIYAH OIL
TERMINAL 25°35'N., 55°24'E. 15°249'
(DMAHTC Code NVP) 45/83

Page 357—Line 56/L; read:
JASK 25°38'N., 57°46'E. 12°202'
(DMAHTC Code NVP) 45/83

Page 360—Line 3/L; read:
MINA AL FAHL 23°39'N., 58°32'E. 11°186'
(DMAHTC Code NVP) 45/83

Page 364—Line 2/l; read:
ROSTAMI 28°35'N., 51°05'E. 14°240'
(DMAHTC Code NVP) 45/83

PUB 172 2Ed 1983 LAST NM 45/83

Page 352—Line 51/L; read:
ASH SHARIQAH 25°21'N., 55°23'E. 15°249'
(DMAHTC Code NVP) 46/83

Page 360—Line 5/L; read:
MINA KHALID 25°21'N., 55°23'E. 15°249
(DMAHTC Code NVP) 46/83

Page 364—Line 50/R; read:
SHARJAH 25°21'N., 55°23'E. 15°249'
(DMAHTC Code NVP) 46/83

PUB 172 2Ed 1983 LAST NM 46/83

Page 92—Line 52/R; insert after:
Vessels proceeding to any of the ports of Yanbu should strickly follow the channel and traffic separation scheme. Vessels proceeding outside the channels or contravening the rules of the traffic separation scheme in order to save time will be severely fined and their masters held individually responsible.
(27(265)83 Karachi) 52/83

PUB 172 2Ed 1983 LAST NM 52/83

Page 9—Line 2/L; insert after:
Use of the gyro-pilot in Canal Waters is strictly forbidden.
(DMAHTC Code NVP) 3/84

Page 10—Line 16/L; read:
sels with bulbous bows will be allowed to be supplied with shore searchlight on condition that the top of the bulbous bow be at least ten feet below the surface of the water. LNG and LPG vessels must be
(NVP0069/83) 3/84

Page 253—Lines 12-22/L; read:
The entrance channel, marked by buoys and dredged

(continued on next page)

PUB 172 (continued)

to 13m (42 2/3 ft.), leads from seaward past
(DMAHTC Code NVP) 3/84

Page 253—Line 54/R; strike out.
(DMAHTC Code NVP) 3/84

Page 255—Lines 1-11/L; read:
AD Delta light buoy and then steer for the channel entrance marked by lighted buoys. Care must be taken not to get too far SW as shoals, with depths of 7 and 7.6m (23 and 25 ft.) over them, lie 9¼ and 7¼ miles, respectively, WNW of Ras Laffan. Vessels will be guided by the lighted buoys marking the channel.
(DMAHTC Code NVP) 3/84

Page 288—Lines 4-5/L; read:
of at least 100,000 dwt. Nos. 6, 8 and 10 Berths are used as LPG berths. Berths 10 and 11 require spot approv-
(DMAHTC Code NVP) 3/84

Page 289—Line 1/L; read:
assistance to navigate the departure channel. Such assistance is compulsory for vessels with a draft of 20.7m (68 ft.) or more. Ships
(DMAHTC Code NVP) 3/84

Page 290—Line 9/R; insert after:
Juaymah LPG Terminal (26°52'N., 50°03'E.) is located about 3 miles SSE of Juaymah Crude Terminal Control Platform. THe facilities consist of a two berth pier connected to the shore by a trestle. Berths are numbered 51 and 52 with Berth 51 being the outer berth. The least depth alongside these berths is 23.8m (78 ft.).
(DMAHTC Code NVP) 3/84

PUB 172 2Ed 1983 LAST NM 3/84

Page 189—Line 1/R; insert after:
Since Khawr Fakken is an important recreational area, the anchoring of oceangoing vessels within territorial waters, other than those waiting to enter the port, is prohibited. The breadth of territorial waters chaimed is 12 miles.
(46(Sec IV)83 Taunton) 5/84

Page 252—Line 52/R; read:
then making "Abu Dhabi" Lightfloat (24°40.1'N., (99/83 Bahrain) 5/84

Page 253—Lines 1-2/L; read:
54°14.0'E.), which marks the approach to Abu Zaby. About 2½ miles SSE of this lightfloat is AD Delta lighted
(Supersedes 38/83-Pub 172-Page 253—Line 2/L:
(99/83 Bahrain) 5/84

Page 253—Line 47/R; read:
vessel should pass W of "Abu Dhabi" lightfloat and
(99/83 Bahrain) 5/84

Page 283—LIne 19/L; insert after:
A bridge and causeway, portions of which are still under construction (1983), crosses from the Saudi Arabian mainland to Umm Nasan and then to the W coast of Al Bahrayn. A number of lights parallel the causeway close S of it.
(44(2816)83 Taunton) 5/84

PUB 172 2Ed 1983 LAST NM 5/84

Page 21—Lines 22-43/L; read:
Gulf of Suez-Navigation Regulations-The following rules for vessels navigating in the Gulf of Suez have been approved by IMO.
General provisions

1.1 Ships should take into account that crossing traffic may be encountered in the traffic junction eastward of Ain Sukhna and in the precautionary area off Ras Shukheir, and should be in a high state of readiness to maneuver in these areas.

1.2 Exceptional care is needed, when overtaking another ship within a lane, not to enter the separation zone or force the overtaken ship to do so.

1.3 Ships navigating in the Gulf of Suez are requested to keep a continuous listening watch on the Suez Gulf Traffic Information Broadcasts and report

(continued on next page)

PUB 172 (continued)

any aids to navigation which are malfunctioning or are out of position and which are not already included in the Suez Gulf Traffic Information Broadcasts.

Rules

2.1 All ocean ships should have their radar in effective use by day and night throughout the passage between Shaker Island and Suez Port as an aid to achieving maximum feasible lane conformity and avoiding risk of collision. Particular care is required for strick adherence to teh confines of relevant traffic lanes.

2.2 Ships proceeding south from Suez should be alert for tankers heading for the SUMED Oil Terminal off Ain Sukhna.

2.3 Northbound tankers heading for SUMED Oil Terminal should report their intention of using the traffic junction off Ain Sukhna on the appropriate frequencies.

2.4 All ships north and southbound when navigating through the precautionary area off Ras Shukheir or in the vicinity of the July oil feild should avoid overtaking in the traffic lanes in these areas.

2.5 All ships including service and supply craft serving oil working in July, Ramadan and Morgan oilfields proceeding in and out of Ras Shukheir oil terminal, should only cross the south and northbound traffic flow through the precautionary area off Ras Shukheir. Within the precuationary area, local rules relating to crossing traffic apply.

2.6 Tankers leaving the Ras Shukheir oil terminal and intending to join the northbound traffic lane should only do so when no through southbound traffic is in the vicinity and should always report their movements to other ships beforehand on VHF.

2.7 Ships anchored in the designated waiting area for Ras Shukheir should ensure that they are never less than 0.25 mile from the edge of the southbound traffic lane and should pay special regard to their correct light signals for ships at anchor. They should also show their deck lights.

Traffic Separation Scheme–An IMO-adopted traffic separation scheme exists in the Gulf of Suez; See Sailing Directions (Planning Guide) for the Indian Ocean for general information.
(NVP0008/84) 9/84

PUB 172 2Ed 1983 LAST NM 9/84

Page 187—Lines 1-6/L; read:

Anchorages.–There is an offshore waiting anchorage between longitudes 58°10'E. and 58°27'E. and between latitudes 23°40'N. and 23°53'N. for all vessels seeking temporay anchorage within the territorial waters of the Sultanate of Oman, S of latitude 240N. All vessels using this anchorage are required to make contact on VHF Channel 16 with Mina Qabus Port Control indicating position and intentions or to receive orders.

The anchorage areas for tankers and cargo ships lie S of Jazirat Fahl and are designated by the letters A, B, C, D or by the numbers 1, 2, 3, 4, respectively. All anchorages are best seen on the charts of the area.
(DMAHTC Code NVP) 11/84

PUB 172 2Ed 1983 LAST NM 11/84

Page 187—Line 14/L; insert after:

All vessels anchoring south of latitude 24°, within the territorial waters of the Sultanate of Oman, for the purpose of waiting for orders or to carry out engine repairs, should anchor within the latitude 23°53'N. and 23°40'N., and Longitude 58°10'E. nad 58°27'E.

No vessel shall anchor in any other part of Mina Al Fahl except when actually loading/discharging on SBM buoys. All cargo ships should call at Mina Qabus when handling cargo or at west of Fahl anchorage.
(DMAHTC Code NVP) 13/84

PUB 172 2Ed 1983 LAST NM 13/84

Page 94—Line 48/L; read:

and Inner Gateway have been dredged to 16.0m (52.5
(DMAHTC Code NVP) 21/84

Page 219—Lines 9-10/R; read:

Musa. An isolated danger lighted buoy is
(27/84 Bahrain) 21/84

PUB 172 2Ed 1983 LAST NM 21/84

Page 186—Line 20/L; read:
mole. A rocky patch dredged (1984) to 11m (36 ft.) lies in the en-
(NVS7265/84) 25/84

PUB 172 2Ed 1983 LAST NM 25/84

Page 160/insert after:
Page 160a from back of Section I.
(DMAHTC Code NVP) 34/84

PUB 172 2 Ed 1983 LAST NM 34/84

Page 291—Line 21/ L; insert after:
Continuous radar surveillance is maintained by the Saudi Ports Authority over the whole extent of the Jubail Ports Approach Channel. All ships should inform Jubail Ports Control on VHF Channel 66, prior to entering or crossing this approach channel.
(DMAHTC/NVP) 40/84

PUB 172 2 Ed 1983 LAST NM 40/84

Page 253—Line 8/I ; read:
buoy is moored 6½ miles NW of Ras Laffan.
(98/83 Bahrain) 41/84

PUB 172 2 Ed 1983 LAST NM 41/84

Page 94—Line 4/L; read:
Shib Al Kabir (21°41'N., 38°50'E.) is marked by
(NVS 7346/84) 46/84

Page 365—Line 9/L, read:
SHIB AL KABIR 21 41N 38 50E 6 94
(NVS 7346/84) 46/84

PUB 172 2 Ed 1983 LAST NM 46/84

Page 92—Line 48/L; read:
proach to the port of Yanbu. Although not IMO approved, all vessels are required to navigate strictly within the traffic lanes.
(BA CH 328) 49/84

PUB 172 2 Ed 1983 LAST NM 49 /84

Page 239—Line 35/L; read:
moored 14¼ miles S of Jabrin.
(BA CH 2837) 50/84

PUB 172 2 Ed 1983 LAST NM 50/84

Page 186—Line 42/L; read:
should pass N of Jazirat Muscat. Omani authorities (1984) require entering vessels to pass at least 1 mile E of the Fairway Buoy.
(DMAHTC/NVPS) 4/85

PUB 172 2 Ed 1983 LAST NM 4/85

Page 187—Lines 1-6/L; read:
Anchorages.— There is an offshore waiting anchorage between longitudes 58°10'E and 58°27'E and between latitudes 23°40'N and 23°53'N for all vessels seeking temporary anchorage within the territorial waters of the Sultinate of Oman, S of latitude 24°N. All vessels using this anchorage are required to make contact on VHF Channel 16 with Mina Qabus Port Control indicating position and intentions or to receive orders.

The anchorage areas for tankers and cargo ships lie S of Jazirat Fahl and are designated by the letters A, B, C, D or by the numbers 1, 2, 3, 4, respectively. All anchorages are best seen on the charts of the area.

No vessel shall anchor in any other part of Mina Al Fahl, except when actually loading/discharging on SBM's. All cargo ships should call at Mina Qabus when handling cargo or at west of Fahl anchorage.
(DMAHTC NVP) 5/85

PUB 172 2Ed 1983 LAST NM 5/85

Page 21—Line 21/L; read:
side. In addition, the possible existance of uncharted coral pinnacles cannot be discounted in the Gulf of Suez.
(NVS7354/84) 25/85

Page 33—Line 19/L; insert after:
Caution.—The possible existance of uncharted coral pinnacles cannot be discounted in the Red Sea.
(NVS7354/84) 25/85

PUB 172 2Ed 1983 LAST NM 25/85

Page 23—Lines 4-8/R; read:
clear of the pipelines. A dangerous wreck and a 9.4m (31 ft.) shoal lie respecively 1/4 mile SE, and 1/2 mile E of North berth. Several other dangerous wrecks lie within the prohibited area, and are best seen on the approxriate chart.
(DMAHTC/HNNP) 34/85

PUB 17' 2Ed 1983 LAST NM 34/85

Page 219—Lines 9-12/R; read:
Musa
(DMAHTC/HNNP) 46/85

PUB 172 2Ed 1983 LAST NM 46/85

Page 187—Lines 17-18/R; read:
Caution.-A depth of 3.4m (11 ft.) lies 1 3/4 miles WSW of Jazirat Khaiaha.
(DMAHTC/HNNP) 48/85

PUB 173 2Ed 1983 NEW EDITION

Page 9—Line 12/R; read:
forms a prominent landmark.
(DMAHTC Code NVP) 45/83

PUB 173 2Ed 1983 LAST NM 45/83

Page 57—:omes 11-11/L; read:
age of 146 yards with a draft limit of 7.3m (23 2/3 ft.) alongside. Berth No. 4 has a frontage of 152 yards, Berth No. 5 is 175 yards and Berth No. 6 is 177 yards. Berths 4, 5, and 6 have a draft limitation of 8.5 (28 ft.). Berth No. 7, with a frontage of 109 yards has a depth of 3.7m (12 ft.) alongside. Berth No. 8 (oilpier), with a frontage of 127 yards has a draft limitation of 11m (36 ft.) alongside. Berth No. 9 (ore pier) with a frontage of 243 yards has a draft limitation of 12m (39½ ft.) alongside.
(NVP0068/83) 1/84

Page 57—Line 21/L; read:
up to 12m (39 ft.) with prior permission from
(NVP0068/83) 1/84

PUB 173 2Ed 1983 LAST NM 1/84

Page 69—Lines 6-7/L; read:
12°55'N., 74°45.5'E.), a safe water piller buoy, is moored about 2 miles W of the port.
(4(99)84 Dehra Dun) 19/84

Page 69—Line 14/L; read:
Lights in range 078°56'N. at the E side of the port,
(4(99)84 Dehra Dun) 19/84

PUB 173 2Ed 1983 LAST NM 19/84

Page 27—Lines 20-30/L; read:
Caution.-An extensive offshore area bounded approximately by the parallels of 18°00'N., and 19° 50'N., and the meridians of 71°00'E., and 72°40'E., is being developed for oil production. Numerous oil derricks, oil production platforms, single point moorings, etc., obstruct navigation within the area.

Recommended routes have been estabished by Indian authorities to aid traffic transiting the area, as well as vessels bound to or from the port of Bombay. The Indian government requests that vessels remain 1 to 2 miles to starboard of the tracklines shown on the chart, consistent with safe navigation and the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS).

The extent of the developement area and the recommended routes are best seen on the appropriate chart.
(DMAHTC/HNNP) 26/85

Page 39—Lines 15-41/L; read:
Offshore Oil Development Area.-An extensive area of producing oilfields and exploration areas lies off the Indian coast and the approaches to the port of Bombay. Numerous derricks, oil production platforms, wells, single point moorings, and other obstructions impede safe navigation of the area.

Indian authorities have established recommended routes to aid traffic transiting the area, or bound for the port of Bombay, which may be seen on the appropriate chart.

Vessels are strongly advised not to approach within 2 1/2 miles of production platforms, and are prohibited from passing within 500m (273 yards) of any installation or structure.

Submarine oil and gas pipelines have been established from some producing fields to the entrance of Bombay Harbor. Vessels should exercise caution when navigation in this vicinity.
(DMAHTC/HNNP) 26/85

PUB 173 2Ed 1983 LAST NM 26/85

Page 235—Lines 12–14/R; strike out.
(DMAHTC/HNNP) 42/85

PUB 173 2Ed 1983 LAST NM 42/85

Page 148—Line 23/R; read:
Mandu, 15 miles NNW of Mamigili, **Himendu**, 12
(DMAHTC/HNNP) 8/86

PUB 174 3Ed 1985 NEW EDITION

(DMAHTC) 31/85

PUB 174 3Ed 1985 LAST NM 31/85

Page 27—Lines 8–10/L; read:
Station in the N approach to the port, and approximately 2 miles S of Pulau Pintu Gedong in the southern approaches to Selat Kelang Selatan. VHF may be used.
(BA CH 3453) 47/85

PUB 175 2Ed 1984 NEW EDITION

Page 47—Line 36/R; read:
with overall depths of 7.3m to 13m (4 to 10 fm.).
(DMAHTC Code NVP) 25/84

Page 99—Line 35/R; read:
DERBY (17°18'S., 123°36'E.)
(DMAHTC Code NVP) 25/84

Page 124—Line 24/R; read:
which extends 2¾ miles N and NW. A patch which
(DMAHTC Code NVP) 25/84

PUB 175 2 Ed 1984 LAST NM 25/84

Page 53–Lines 3-6/L; strike out.
(DMAHTC/NVP) 40/84

PUB 175 2Ed 1984 LAST NM 40/84

Page 4—Lines 29–30/R; read:
waters of Albatross Bay E of a line drawn from a position (12°33.9'S., 141°35.4'E.) in a direction 173° toward Boyd Point.
(35(548)85 Sydney 42/85

PUB 180 1Ed 1983 NEW PULICATION

Page 231—LIne 18/R; read:
See Chapter 4 for information on Voyage Plan-
(DMAHTC Code NVP) 47/83

PUB 180 1Ed 1983 LAST NM 47/83

Page 234—Line 38/L; insert after:
AREAS PROHIBITED TO ANCHOR, FISH WITH BOTTOM GEAR, UNDERWATER AND EXCAVATION WORK, UNDERWATER EXPLOSIONS AND PROCEEDING WITH ANCHOR TRAILING.
PORT ARKHANGEL'SK-DVINSKIY ZALIV

1. **Region 167**.–Region is defined and bound by the following bearings and distances from Chizhovskiye Rear Range Light (64°41.7'N., 40°32.3'E.):
   a. 026°, 780 yards;
   b. 020°, 1020 yards;
   c. 031°, 900 yards;
   d. 040°, 900 yards.

2. **Region 168**.–Region is defined and bound by the following bearings and distances from the Sredne-Krivyakskiye Rear Range Light (64°41.4'N., 40°29.1'E.):
   a. 013°, 1100 yards;
   b. 353°, 1300 yards;
   c. 001°, 1500 yards;
   d. 017°, 1300 yards.

3. **Region 169**.–Region is defined and bound by the following bearings and distances from Povrakulskiye Rear Range Light (64°39.6'N., 40°31.9'E.):
   a. 223.5°, 700 yards,
   b. 240°, 580 yards;
   c. 225°, 280 yards;
   d. 191.5°, 560 yards.

4. **Region 170**.–Region is defined and bound by the following bearings and distances from Birzhevoy Light Beacon (64°37.8'N., 40°30.5'E.):
   a. 010°, 700 yards;
   b. 003°, 1000 yards;
   c. 023°, 1180 yards;
   d. 131°, 900 yards.

(continued on next page)

PUB 180 (continued)

5. **Region 171**.–Region is defined and bound by the following bearings and distances from Amosovskiye Rear Range Light (64°37.1'N., 40°29.6'E.):
   a. 348°, 740 yards;
   b. 343°, 960 yards;
   c. 358.3°, 1020 yards;
   d. 005°, 840 yards.

6. **Region 172**.–Region is defined and bound by the following bearings and distances from Amosovskiye Rear Range Light (64°37.1'N., 40°29.6'E.):
   a. 298°, 420 yards;
   b. 285.5°, 660 yards;
   c. 307°, 840 yards;
   d. 321.5°, 620 yards.

7. **Region 109**.–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°34.8'N., 40°28.7'E.):
   a. 034.5°, 440 yards;
   b. 092°, 1000 yards;
   c. 094.5°, 1240 yards;
   d. 123.5°, 1580 yards;
   e. 136.5°, 1040 yards;
   f. 151°, 680 yards;
   g. 202°, 360 yards.

8. **Region 110**.–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°30.8'N., 40°30.9'E.):
   a. 320°, 1.63 miles;
   b. 332°, 1.51 miles;
   c. 354.5°, 1.48 miles;
   d. 356.5°, 1.36 miles;
   e. 333°, 1.31 miles;
   f. 312°, 1.54 miles;
   g. 312.5°, 1.62 miles.

9. **Region 174**.–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°30.8'N., 40°30.9'E.):
   a. 284°, 3.38 miles;
   b. 286°, 3.8 miles;
   c. 293.5°, 3.53 miles;
   d. 290.5°, 3.18 miles;

10. **Region 110**.–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°30.8'N., 40°30.9'E.):
   a. 069°, 1.01 miles;
   b. 053.5°, 1.28 miles;
   c. 069°, 1.87 miles;
   d. 089.5°, 1.62 miles; 52/83

PUB 180 1Ed 1983 LAST NM 52/83

Page 233—Line 48/R; read:
(d) 73°21.6'N., 54°04.4'E.
(DMAHTC Code NVP) 53/83

PUB 180 1Ed 1983 LAST NM 53/83

Page 300—Line 7/L; read:
once to COMINTICEPAT GROTON CT via
(DMAHTC Code NVP) 16/84

Page 300—LInes 16-34/L; read:
The following tables describe icebergs reported to the Ice Patrol:

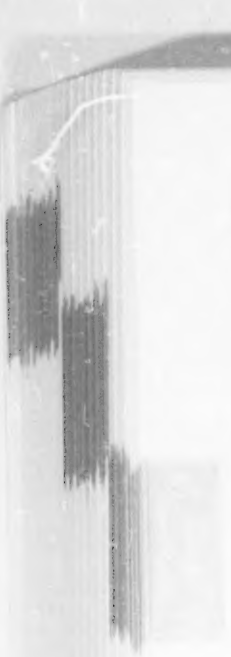
NAME		DESCRIPTIVE (feet)	(meters)	(feet)	(meters)
Growler	(G)	<17	<5	<50	<15
Small Berg	(S)	17–50	5–15	50–200	15–60
Medium Berg	(M)	51–150	16–45	201–400	61–122
Large Berg	(L)	151–240	46–75	401–670	123–213
Very Large Iceberg	(V)	>240	>75	>670	>213

TYPE SHAPE		DESCRIPTION
Non-Tabular	(N)	This category covers all icebergs that are not tabular-shaped as described be low. This included bergs dome-shapted, sloping, blocky, and pinnacle.
Tabular	(T)	Flat topped iceberg with length-height ratio great than 5:1.

(DMAHTC Code NVP) 16/84

Page 300—Lines 39–40/L; read:
mander, International Ice Patrol, Avery Point, Groton, CT 06340. Please indicate the fre-
(DMAHTC Code NVP) 16/84

(continued on next page)



Page 300—Lines 47–48/L; read:
hours when within latitudes 40°N. to 52°N. and longitudes 38°W. to 58°W. Ships with one radio operator
(DMAHTC Code NVP) 16/84

Page 300—Line 7/R; read:
perature to COMINTICEPAT GROTON CT
(DMAHTC Code NVP) 16/84

Page 300—Line 19/R; read:
Patrol Office in Groton, CT throughout the season.
(DMAHTC Code NVP) 16/84

Page 300—Line 21/R; read:
203–445–8501 (Ice Patrol Duty Officer)
(DMAHTC Code NVP) 16/84

Page 300—Lines 25–50/R; read:
1. The International Ice Patrol strives to locate and track icebergs south of 52°N. and especially those south of the Grand Banks of Newfoundland. When the size, description and time of sighting of icebergs are reported to I.I.P. the data is entered into a computer program which predicts the drift of the iceberg. As the time after sighting increases, so does the probability that there is some error in the predicted position of the iceberg. The date of the last report on an iceberg is reported in the message bulletin.
2. The purpose of our messages and charts is to advise mariners of our best estimate of the extent of icebergs in the region of the Grand Banks of Newfoundland. The iceberg positions represented within the estimated limits line are intended only to give the mariner an understanding of the relative densities of iceberg distribution. Any attempt to navigate among icebergs within the estimated limits on the basis of the facsimile charts or the message bulletins is strongly discouraged.
3. While the International Ice Patrol attempt to be most accurate in reporting the presence if icebergs to mariners, it is not possible to assure that all icebergs are reported. Mariners are strongly urged to use radar carefully, but not to rely entirely upon it to detect icebergs. There is no substitute for vigilance and prudent seamandship when navigating near sea ice, and icebergs.
(DMAHTC Code NVP) 16/84

Page 29—Line 32/R; insert after:
Special Warning Signals.–Foreign naval vessels intending to enter waters of the U.S.S.R. or visit U.S.S.R. ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of the U.S.S.R. or Visiting U.S.S.R. Port". These regulations are published as a U.S.S.R. Annual Notice to Mariners.

The following signals are used by U.S.S.R. naval vessels to warn foreign naval vessels that they have violated these regulations:

1. Warning Signals to foreign surface naval vessels and submarine on the surface.

SNG.–You have violated the state border of the U.S.S.R. I demand that you leave U.S.S.R. waters immediately.

SNO.–I demand that you leave U.S.S.R. waters immediately. Unless you do so, force of arms will be used against you.

SNP.–You are violating the Reglations for navigating and remaining in U.S.S.R. waters. I demand that you cease violations.

SNR.–Despite warnings, you continue to violate the Regulations for navigating and remaining in U.S.S.R. waters. You are to leave them immediately.

By day these signals will be made by flags of the International Code of Signals. By night they will be made in Morse Code by signal lamp. In addition, the signals may be transmitted by RT in plain language on 500 kHz, 2182 kHz and 156.8 MHz, as well as by voice using megaphone or any other amplifying device.

2. Warning signals to foreign submarines which are submerged.

(continued on next page)

PUB 180 (continued)

A series of three explosions at one minute intervals, followed after an interval of three minutes by a second series of three explosions.–You are in U.S.S.R. waters; I demand that you surface immediately. Unless you comply with this order in ten minutes, force of arms will be used against you.

An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash three seconds long, interval between dashes-three seconds.
(HNNP 0021/85) 35/85

Page 231—Lines 20-21/R; read:
Note.–The U.S.S.R. has promulgated warning signals for foreign naval vessels navigating within territorial waters of the U.S.S.R., See Chapter 1, "Special Warning Signals", for details.
(HNNP 0021/85) 35/85

PUB 181 1Ed 1983 NEW PUBLICATION
Page 151—Line 34/L; read:
Pilotage is available and compulsory at Hafnarfjor-
(DMAHTC Code NVP) 32/84

PUB 182 1E- 1984 NEW PUBLICATION
Page IX–List of Effective Pages:
Replace with new page from back of Section I.
(DMAHTC) 32/84

Page X–Strike out.
(DMAHTC Code NVP) 32/84

PUB 182 1Ed 1984 LAST NM 32/84
Page 81—Line 37/R; read:
49M (161 ft.), crosses the channel close N of Stongi
(DMAHTC/HNNP) 38/85

PUB 182 1Ed 1984 LAST NM 38/85
Page 81—Line 37/R; read:
49m (161 ft.), crosses the channel close N of Stongi
(DMAHTC/HNNP) 41/85

PUB 183 1 Ed 1984 NEW PUBLICATION
(DMAHTC) 39/84

PUB 183 1 Ed 1984 LAST NM 39/84

Page 151–Lines 17-18/R; read:
ined. A radiobeacon transmits about 2½ miles W of Mys Chelyuskin light. A RDF station which transmits on request, is situated about ½ mile WNW of Mys Chelyuskin light.
(DMAHTC/NVPS) 7/85

PUB 190 2Ed 1984 NEW EDITION
Page 75—Line 40/R; insert after:
Semi-Restricted Area.–Finland has instituted a system of Semi-Restricted Areas throughout the whole of her coastal waters. These protected areas include unsatisfactorily charted areas and water areas difficult to navigate, coastal fortifications, maneuver areas of the defense forces, and areas of importance for regional coast guard.

An alien or a foreign vessel has generally no admittance to a semi-restricted area or right to stay there without permission.

The general fairways indicated on the charts that lead through a semi-restricted area may, however, be used without permission by a foreign vessel for direct passage without unnecessary stops.

A foreign merchant vessel with a pilot aboard, may also, without permission, use other general fairways indicated on the chart for direct passage without unnecessary stops.

A foreign vessel may stop and anchor within a restricted area only when navigational safety or a state of emergency requires it.

A foreign vessel may, however, temporarily, for not more than 48 hours, anchor or moor within a restricted area at the anchorages and mooring indicated on the charts.

An alien or a foreign vessel is not allowed to move outside the permitted fairways without permission by the Military Area Headquarters, unless otherwise determined by the Ministry of Defense in an individual case.

(continued on next page)

READER FRIEND

PUB 190 (continued)

Permission to stay within a semi-restricted area and move outside the general fairways is granted on application to the Military Area Headquarters.

Appication for entry must be made on an offical form and submitted to the Military Area Headquarters in question not later than 14 days before the planned entry into the semi-restricted area.

However, application for a visit not exceeding 72 hours to a specified place within a semi-restricted area can, for specific reasons, also be made after the expiration of th time-limit of 14 days to the local Frontier Guard authorities.

(DMAHTC/NVP) 33/84

Page 292—Line 29/L; insert after:

7. **South East of Hatter Barn**.–Chart 44046.

(DMAHTC/NVP) 33/84

PUB 190 2Ed 1984 LAST NM 33/84

Page 50—Line 45/L; insert after:

Territorial Sea.–The Federal Republic of Germany claims territorial waters out to 3 miles from her coasts, using the straight baseline system. This was extended from March 16, 1985 to include an area between Helgoland and the coast W of the estuary of Die Elbe, the limits of which are defined as follows:

From position 53°48.0′N., 7°24.6′E., on the existing 3 mile limit, N to position 54°08.2′N., 7°24.6′E, then ENE to position 54°14.4′N., 7°49.8′E, then E and SE along the existing limit of the territorial sea to position 54°13.6′N., 7°58.9′E., then SE to position 54°01.2′N., 8°18.7′E., then N along the existing limit of the territorial sea.

(DMAHTC/NVPS) 11/85

PUB 190 2Ed 1984 LAST NM 11/85

Page 274—Lines 11-13/R; read:

5. Gulf of Danzig E side.–One prohibited area and one area where anchoring, bottom trawling, underwater and dredging work, underwater explosions and sailing with anchor chain slack is prohibited.-Chart 44461.

6. Vicinity of Leipaja (56°31′N., 21°00′E.).–One area where anchoring, bottom trawling, underwater and dredging work, underwater explosions and sailing with anchor chain slack is prohibited.–Chart 44015.

(DMAHTC) 24/85

PUB 190 2Ed 1984 LAST NM 24/85

Page 68—Line 29/L; insert after:

Special Warning Signals.–Foreign naval vessels intending to enter waters of the U.S.S.R. or visit U.S.S.R. ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of the U.S.S R. or Visiting U.S.S.R. Port". These regulations are published as a U.S.S.R. Annual Notice to Mariners.

The following signals are used by U.S.S.R. naval vessels to warn foreign naval vessels that they have violated these regulations:

1. Warning Signals to foreign surface naval vessels and submarine on the surface.

SNG.–You have violated the state border of the U.S.S.R. I demand that you leave U.S.S.R. waters immediately.

SNO.–I demand that you leave U.S.S.R. waters immediately. Unless you do so, force of arms will be used against you.

SNP.–You are violating the Reglations for navigating and remaining in U.S.S.R. waters. I demand that you cease violations.

SNR.–Despite warnings, you continue to violate the Regulations for navigating and remaining in U.S.S.R. waters. You are to leave them immediately.

By day these signals will be made by flags of the International Code of Signals. By night they will be made in Morse Code by signal lamp. In addition, the signals may be transmitted by RT in plain language on 500 kHz, 2182 kHz and 156.8 MHz, as well as by voice using megaphone or any other amplifying device.

(continued on next page)

PUB 190 (continued)

2. Warning signals to foreign submarines which are submerged.

A series of three explosions at one minute intervals, followed after an interval of three minutes by a second series of three explosions.–You are in U.S.S.R. waters; I demand that you surface immediately. Unless you comply with this order in ten minutes, force of arms will be used against you.

An acoustic signal by sonar may be given simultaneously, with the same meaning as above. The signal will consist of five dashes, each dash three seconds long, interval between dashes-three seconds.
(HNNP 0021/85) 35/85

Page 268—Line 40/L; insert after:
Note.–The U.S.S.R. has promulgated warning signals for foreign naval vessels navigating within territorial waters of the U.S.S.R., See Chapter 1, "Special Warning Signals", for details.
(HNNP 0021/85) 35/85

PUB 191 3 Ed 1984 NEW EDITION

(DMAHTC) 46/84

PUB 191 3 Ed 1984 LAST NM 46/84

Page 80–Lines 22-27/L; read:
White Rock Pier. If a red light is displayed, vessels are prohibited from entering or leaving harbor. A supplementary red light is exhibited towards the land from the SW corner of the building on New Jetty, for the benefit of vessels berthed W of this jetty. This light is exhibited when vessels may not leave their berths or moorings.

The States Harbor Master may, at his discretion, permit a particular vessel to enter or leave its berth or mooring, notwithstanding that such lights are exhibited.

Vessels may not enter or leave Saint Peter Port or shift berth without obtaining permission from Port Control through Saint Peter Port Radio. Vessels under 13m (43 ft.) in length, except those under sail, are exempt.
(DMAHTC/NVPS) 9/85

PUB 192 3Ed 1983 NEW EDITION

Page 53—Line 9/R; read:
from Hull to Goole. ETA at Hull Roads should be sent 2 hours in advance. Above Goole pilotage is not
(BA RA) 45/83

Page 54—Line 2/L; insert after:
Vessels over 50 grt and those carrying explosives must report to the Port Operations and Information Service when arriving, departing, or shifting berth with the following information when applicable:

a. EA
b. Draft
c. Description of hazardous cargo
d. Last port of call
e. Nationality of vessel

(BA CH 109; BA RA) 45/83

Page 59—Line 27/L; read:
NW of the NW end of Leman Bank. A dangerous wreck was reported (1983) to lie near the SE extremity of the bank as shown on the chart.
(NVP0050/83) 45/83

Page 107—Line 12/R; read:
tion spans are B, C, D, E, F, and G, and each is 61m (200 ft.)
(US CH 37138) 45/83

Page 108—Line 12/L; read:
at Brunswick Wharf (51°30′N., 0°00′E.). These lights can also be seen on notice boards at False Point (51° 31′N., 0°07′E.) and at Blackwall Point (51°30′N., 0°00′E.).
(US CH 37138) 45/83

Page 108—Lines 17–18/L; read:
duces a sound signal, Morse code K, and loud hailes messages will be sounded from sites at the notice boards at Thamesmead and Brunswick Wharf and from 'audio stations' at Breckton (51°30′N., 0°05′E.), (51°30′N., 0°02′E.).
(US CH 37138) 45/83

PUB 192 3Ed 1983 LAST NM 45/83

Page 89—Lines 27–28/R; read:
be obtained from the Sunk pilot station. Or one mile NE of the Harwich Fairway buoy for vessels not passing the Sunk pilot station. Pilotage is compulsory. All outward.
(46(3011)83 Taunton) 5/84

Page 89—Line 31/R; read:
disembarked at the Sunk or Harwich pilot station. See
(DMAHTC Code NVP) 5/84

PUB 192 3Ed 1983 LAST NM 5/84

Page 73—Lines 1–4/L; read:
A **restricted** Pilotage Service is available for the Port of Southwold, as no pilot is currently licensed for vessels over 1,500 GRT. A licensed pilot is available, however, for the pilotage of vessels which do not exceed 1,500 GRT.
The Pilot boards incoming vessels as required from a launch flying a Pilot Flag.
(NVP0010/84) 9/84

PUB 192 3Ed 1983 LAST NM 9/84

Page 86—LInes 35–43/L; read:
A **Traffic Regulatory System** has been introduced to regulate traffic in the approaches to Harwich Harbor.
The Approach Channel, within which the system is mandatory, comprises Harwich DW Channel from its entrance, to a line joining Plotters and Pitching Ground Light-buoys, and the traffic lanes on each side of it.
Harwich DW Channel is dredged to 8.9m (29 ft.) and should only be used by vessels constrained to do so by their draft: other vessels of more than 50 grt. must use the appropriate traffic lane unless specifically authorised to use the DW channel by the harbor master.
All vessels of more than 50 grt. are recommended to enter or leave the seaward approaches to Harwich Harbor at Harwich Fairway Light-buoy, leaving that light-buoy on their port-hand.
(DMAHTC Code NVP) 10/84

PUB 192 3Ed 1983 LAST NM 10/84

Page 200—Line 12/R; insert after:
A ship reporting system has been established in the inner German Bay for the Jade/Weser and Elba entrance, and has been developed via the coastal radio Deutsche Bucht district radio.
Vessels with a length of more than 150m (492 ft.) and all those vessels loaded with oil, gas and chemicals (tankers), which transit the traffic separation area "Light Ship Deutsche Bucht, West Entrance", in an E direction, are to give the following information when passing the light buoy "TW 9" and reporting on the coastal radio system: Name, call signal, length, draft, GRT, departure and destination harbors, position, speed, and, in addition, ETA at the light buoy "DB 18/Jade" and at the light ship "Weser" and at the light ship "Ele 1".
Vessels which participate in this reporting system and which interrupt their transit before passing light buoy "DB 1"/Jade", are to again report on the coastal radio system when they continue their transit.
Position report are broadcast by the coastal radio station Deutsche Bucht district radio, in both German and English. The reporting area extends over a zone of approximately 26 miles with the Helgoland light tower as the center point.
Safety reports.–When crossing the "Precautionary Area", vessels of 20m (65 ft.) of length and more, and tankers transporting gas and chemicals, as well as other vessels in exceptional cases, will be warned by the coastal radio station, Deutsche Bucht district radio, as will other navigation in the same circumstances. Broadcasts are beamed in both English and German.
(NVP0013/84) 12/84

Page 248—Line 43/R; read:
A white 360° light for 30 seconds, every 2 minutes.
(DMAHTC Code NVP) 12/84

PUB 192 3 Ed 1983 LAST NM 12/84

Page 39–Lines 10-14/R; read:
night, three red lights, displayed vertically. In fog, a multiple electric horn emits two blasts of six seconds duration every thirty seconds, with a three second silence between each blast.
(DMAHTC/NVPS) 7/85

PUB 192 3Ed 1983 LAST NM 7/85

Page 188—Lines 40–50/R; read:
ENE of Kaap Hoofd and a dangerous wreck (PA) marked by a light lies almost 0.9 mile NNE of Kaap Hoofd. A wreck with a swept depth of 3.6m (11 ft.) lies close NW of Wierhoofd.
(DMAHTC/HNNP) 39/85

PUB 192 3Ed 1983 LAST NM 39/85

Page 195—Graphic/Right Center; read:
WILHELMSHAVEN
(DMAHTC/HNNP) 49/85

Page 196—Graphic/Right Center; read:
WILHELMSHAVEN
(DMAHTC/HNNP) 49/85

Page 197—Graphic/Right Center; read:
WILHELMSHAVEN
(DMAHTC/HNNP) 49/85

PUB 193 3 Ed 1985 NEW EDITION

(DMAHTC) 14/85

Page II– strike out:
Insert new Page II from back of Section I as reverse side of Title Page.
(DMAHTC) 14/85

PUB 193 3Ed 1985 LAST NM 14/85

Page 186—Line 13/L; read:
NORDKOSTER AND SYDKOSTER, the two
(34(1561)85 Norrkoping) 41/85

Page 186—Line 23/L; read:
the island. Sydkoster can be identified by
(34(1561)85 Norrkoping) 41/85

Page 186—Line 23/R; read:
between Ursholmen and Sydkoster, and the area
(34(1561)85 Korrkoping) 41/85

Page 356—Line 70/R; read:
SYDKOSTER (186) 58 53N 11 03E 5
(34(1561)85 Norrkoping) 41/85

PUB 194 3Ed 1984 NEW EDITION

Page 105—Line 32/L; read:
and a draft of 3.2m (11 ft.).
(DMAHTC Code NVP) 25/84

Page 164—Lines 12–14/L; read:
Navigational Aids.–Karrebacksminde Light is shown from the N breakwater, the white sector of which shows over Venegrund. Both moleheads are lighted.
(DMAHTC Code NVP) 25/84

Page 187—Line 45/L; read:
a draft of 7.7m (25 ft.), can enter the Outer
(DMAHTC Code NVP) 25/84

Page 208—Lines 20–21/L; read:
is marked by Damman Light Tower; a disused light structure stands about 1,000 yards WNW of the light tower.
(DMAHTC Code NVP) 25/84

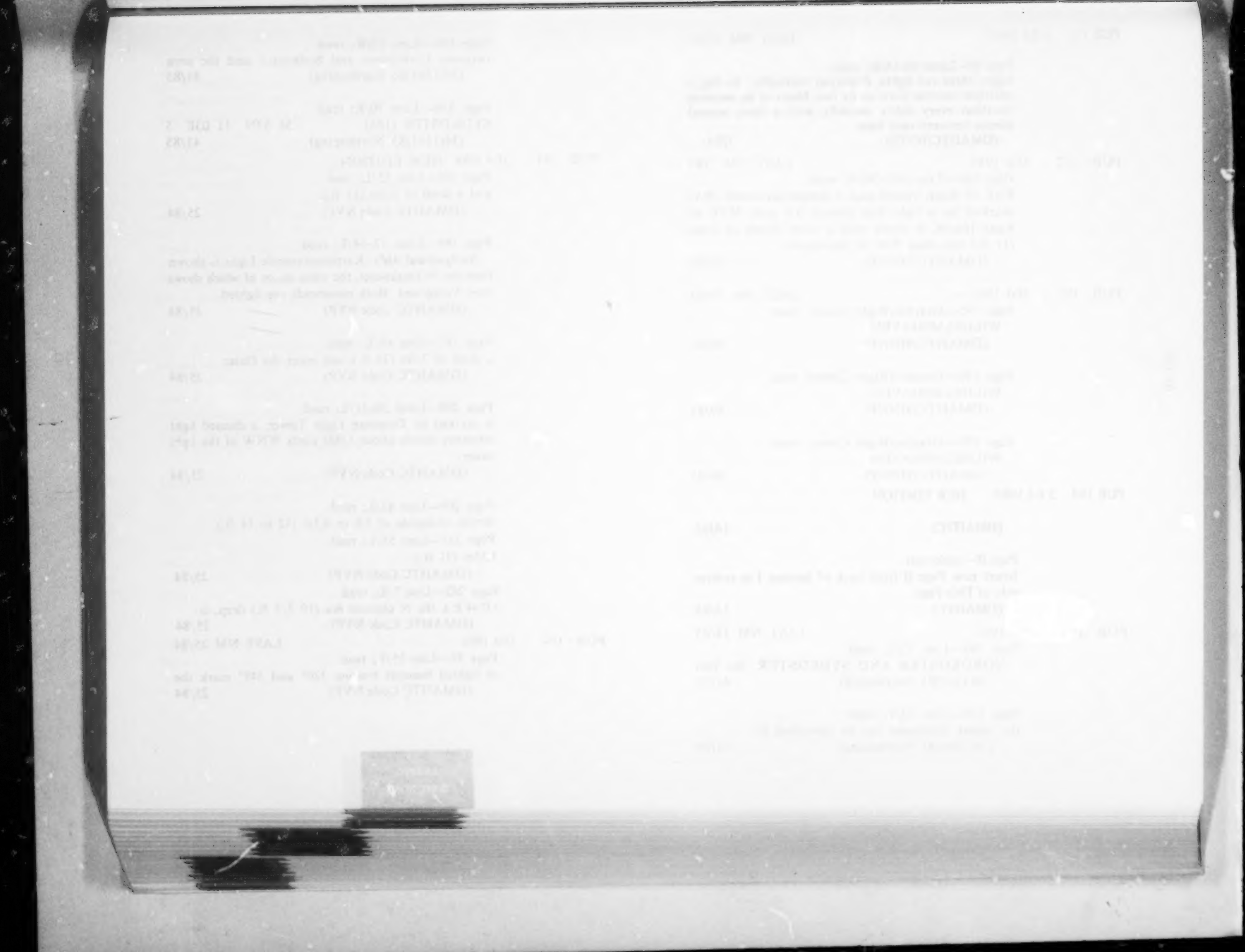
Page 209—Line 42/L; read:
depths alongside of 3.6 to 4.3m (12 to 14 ft.).

Page 213—Line 35/L; read:
3.35m (11 ft.).
(DMAHTC Code NVP) 25/84

Page 282—Line 7/L; read:
13°44'E.), the N channel 6m (19 2/3 ft.) deep, is
(DMAHTC Code NVP) 25/84

PUB 194 3Ed 1984 LAST NM 25/84

Page 97—Line 35/L; read:
of lighted beacons bearing 320° and 349° mark the
(DMAHTC Code NVP) 25/84



PUB 194 3Ed 1984 LAST NM 25/84

Page 263—Line 41/R; read:
that lies in the constricted fairway W
(DMAHTC/NVP) 35/84

PUB 194 3 Ed 1984 LAST NM 35/84

Page 267—Line 40/R; read:
Anchorage.— Anchorage can be obtained in the charted anchorage area about 1½ miles SE of Revengrundet Light (59°15'N., 19°01'E.). The area, which is covered by the green sector of the light, has depths of 27.4 to 51.2m (15 to 25 fm) fine sand.
(DMAHTC/NVPS) 41/84

PUB 194 3 Ed 1984 LAST NM 41/84

Page 310—Line 17/R; read:
to 11m (36 ft.) in 1984 over a width of 130m (427
(DMAHTC/NVPS) 4/85

Page 310—Line 27/R; read:
of 12.2m (40 ft.) in 1984.
(DMAHTC/NVPS) 4/85

PUB 194 3 Ed 1984 LAST NM 4/85

Page 298—Line 49/R; read:
Anchorages.— There are five designated anchor-
36(360) 84 Gdynia 5/85

Page 299—Lines 34-35/R; read:
18°53'E) is for tankers.
36(360) 84 Gdynia 5/85

PUB 194 3Ed 1984 LAST NM 5/85

Page 306—Line 10/R; insert after:
A vessel with a draft of 7m (23 ft.) or greater is considered a "vessel constrained by her draft", and shall display the approriate lights and shapes as prescribed in the International Regulations for Preventing Collisions at Sea. A vessel's speed shall not exceed 6 knots.
(DMAHTC/HNNP) 35/85

Page 306—Lines 47-48/R; read:
must keep a watch on VHF Channels 16 and 9. In the event that the VHF set fails, communication may be estalished on 2182 kHz. The call-sign of
(DMAHTC/HNNP) 35/85

PUB 195 2 Ed 1984 NEW EDITION

(DMAHTC) 45/84

Page 185—Line 50/R; read:
Approaches to Vaasa.—Several different approach
(DMAHTC/NVPS) 45/84

Page 185—Lines 54-55/R; read:
draft of 9m (29 ft.) leads into the harbor from the NW and N. A second fairway, authorized for a draft of 8m (26 ft.) leads to the harbor approach channel from the W and SW. A third channel, used by small vessels with local knowledge, is authorized for a draft of 4m (13 ft.), leading from the S and SW.
(DMAHTC/NVPS) 45/84

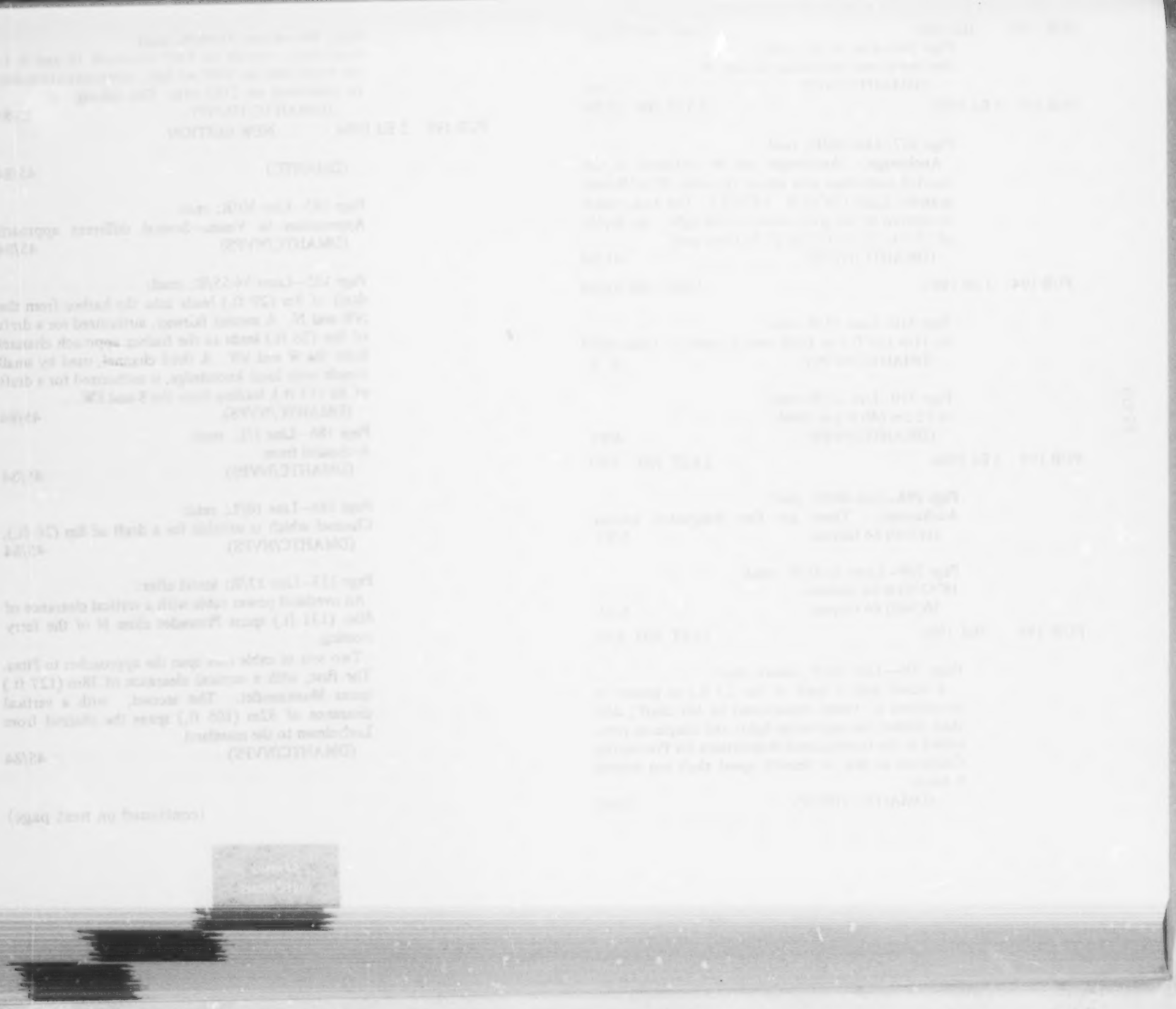
Page 186—Line 1/L; read:
A channel from
(DMAHTC/NVPS) 45/84

Page 186—Line 10/L; read:
Channel which is suitable for a draft of 8m (26 ft.),
(DMAHTC/NVPS) 45/84

Page 215—Line 13/R; insert after:
An overhead power cable with a vertical clearance of 40m (131 ft.) spans Pitsundet close N of the ferry crossing.

Two sets of cable cars span the approaches to Pitea. The first, with a vertical clearance of 38m (127 ft.) spans Munksundet. The second, with a vertical clearance of 32m (105 ft.) spans the channel from Lorholmen to the mainland.
(DMAHTC/NVPS) 45/84

(continued on next page)



PUB 195 (continued)

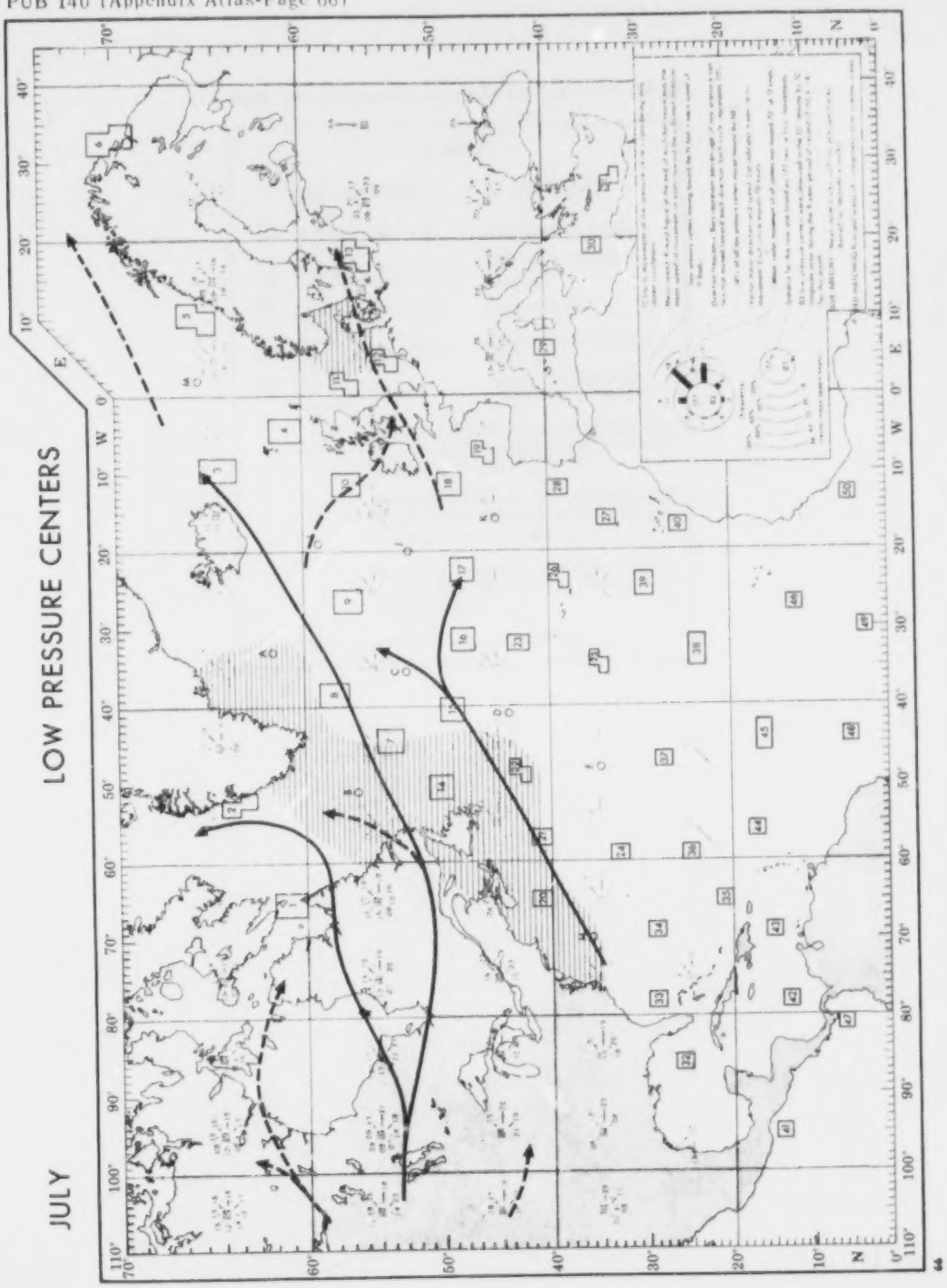
Page 219–/Graphic:
Replace with new graphic from back of Section I.
(DMAHTC/NVPS) 45/84

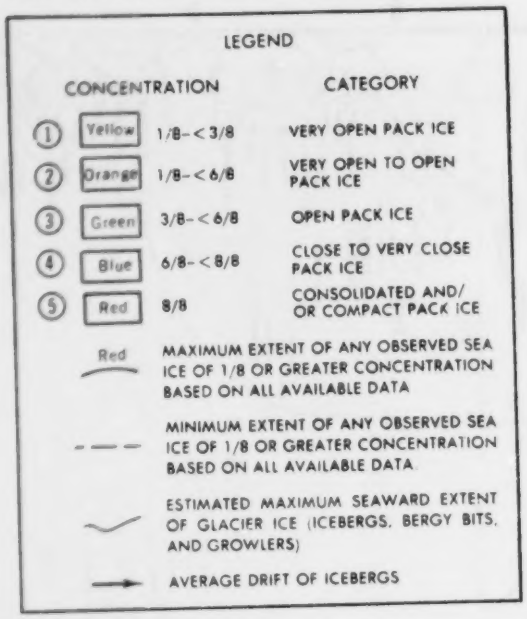
Page 224–/Graphic:
Replace with new graphic from back of Section I.
(DMAHTC/NVPS) 45/84

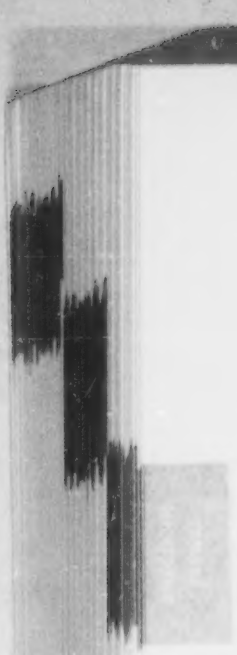
Page 260–/Graphic:
Replace with new graphic from back of Section I.
(DMAHTC/NVPS) 45/84

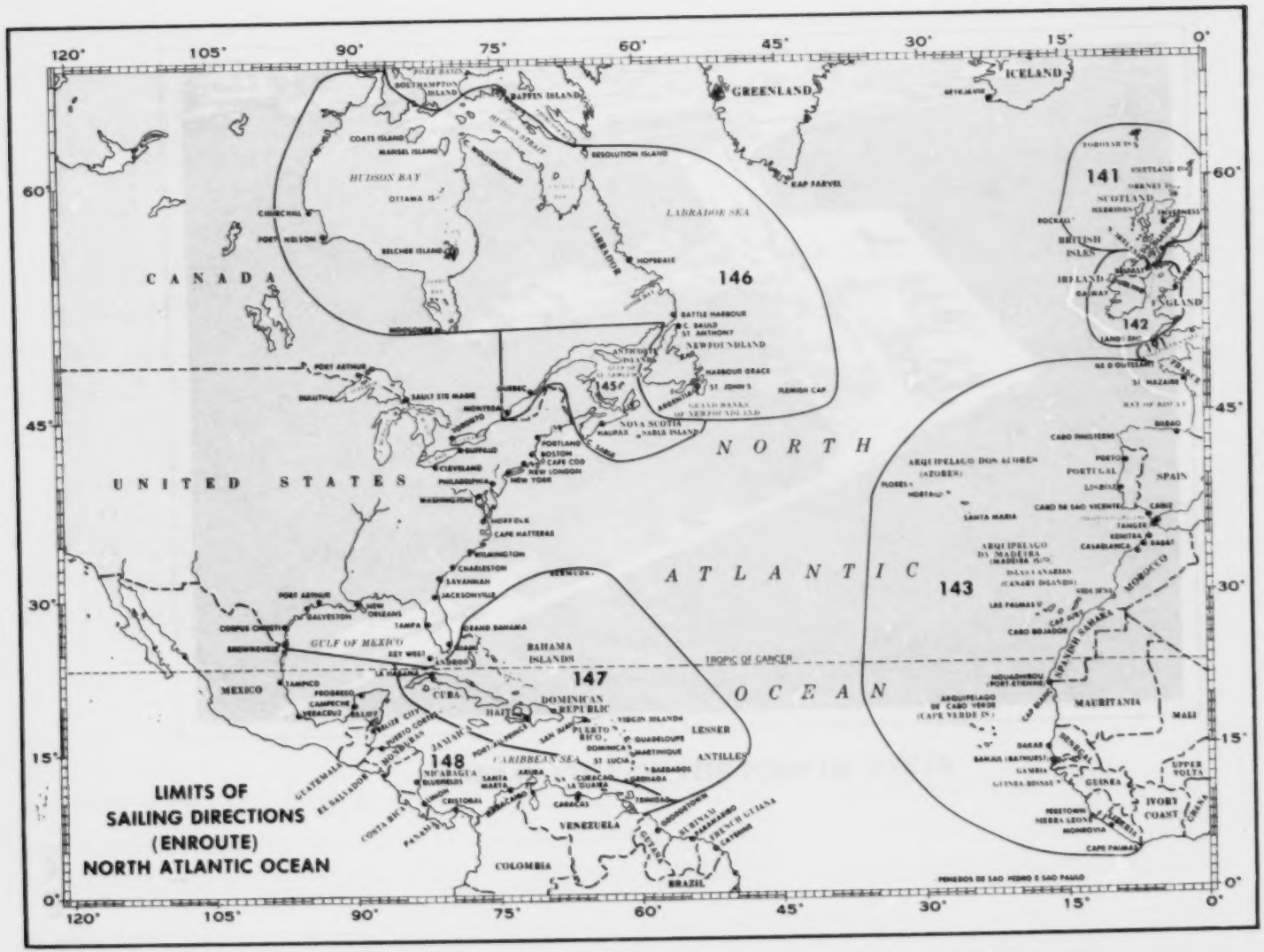
PUB 200 1Ed 1985 NEW PUBLICATION

(DMAHTC) 34/85

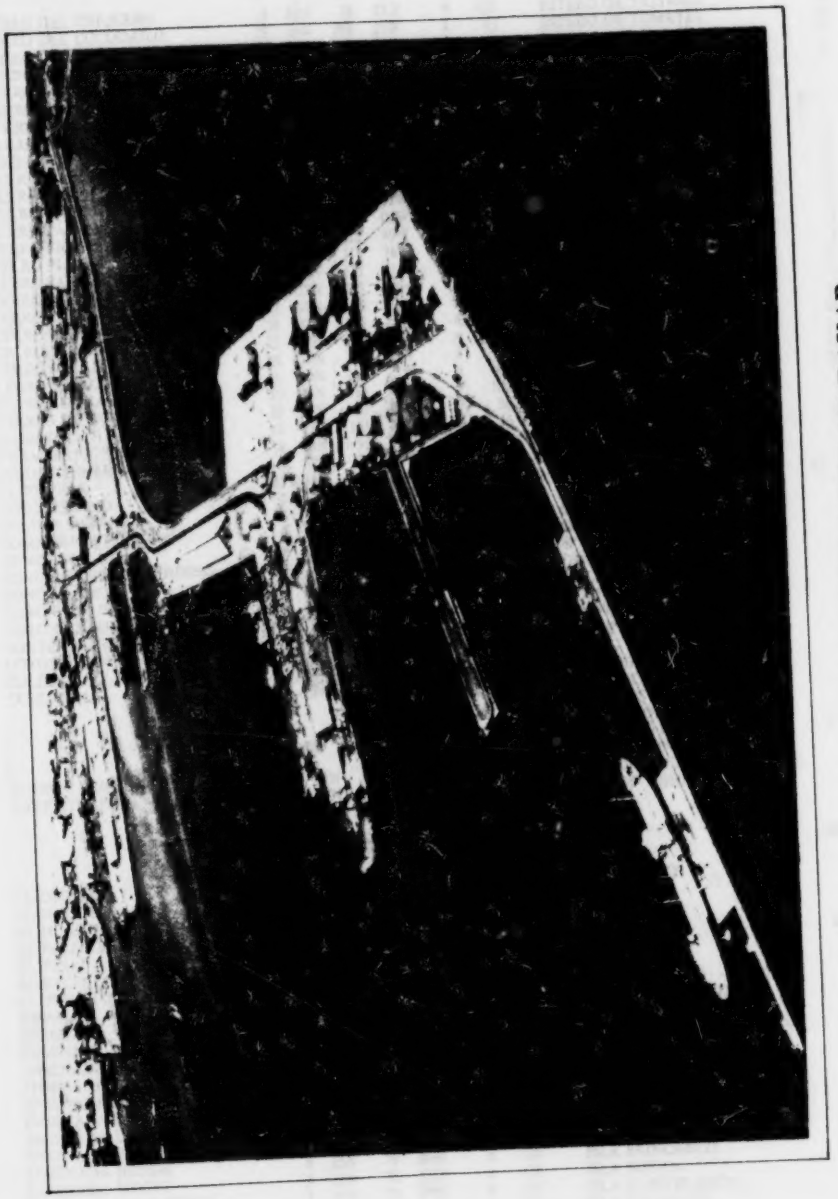

LOW PRESSURE CENTERS
JULY


LEGEND
CONCENTRATION
CATEGORY
1 Yellow 1/8-<3/8 VERY OPEN PACK ICE
2 Orange 1/8-<6/8 VERY OPEN TO OPEN PACK ICE
3 Green 3/8-<6/8 OPEN PACK ICE
4 Blue 6/8-<8/8 CLOSE TO VERY CLOSE PACK ICE
5 Red 8/8 CONSOLIDATED AND/OR COMPACT PACK ICE
Red MAXIMUM EXTENT OF ANY OBSERVED SEA ICE OF 1/8 OR GREATER CONCENTRATION BASED ON ALL AVAILABLE DATA
MINIMUM EXTENT OF ANY OBSERVED SEA ICE OF 1/8 OR GREATER CONCENTRATION BASED ON ALL AVAILABLE DATA
ESTIMATED MAXIMUM SEAWARD EXTENT OF GLACIER ICE (ICEBERGS, BERGY BITS, AND GROWLERS)
AVERAGE DRIFT OF ICEBERGS





SAILING DIRECTIONS



GENERAL VIEW OF THE PORT OF DAKAR

	Position				Sector	Pg. No.
	°	′	°	′		
CERRO DEL CHIQUERO	8	24N	78	55W	9	128
CERRO DEL COCODRILO	25	58N	109	21W	4	43
CERRO DEL CORCOVADO	17	04N	99	30W	5	66
CERRO GIGANTA	26	06N	111	35W	3	30
CERRO GRANDE DE TURABALES	9	47N	84	27W	7	104
CERRO HERRADURA	9	41N	84	36W	7	101
CERRO IGLESIAS	5	32N	87	05W	1	5
CERRO LA AGUJA	23	34N	110	01W	2	22
CERRO LOBOS	29	57N	112	39W	4	39
CERRO MARQUENCO	9	59N	85	35W	7	100
CERRO MORRO	16	10N	95	09W	5	72
CERRO NARIZON	27	52N	110	53W	4	41
CERRO PARTIDO	25	31N	109	06W	4	44
CERRO PICO DOBLE	27	41N	112	49W	3	32
CERRO PLANO	31	24N	113	38W	4	39
CERRO SAN AUGUSTIN	28	06N	115	114	2	17
CERRO SAN JUAN	21	27N	105	00W	4	49
CERRO SAPO	7	59N	78	22W	9	129
CERRO TEPOPA	29	22N	112	24W	4	40
CERRO TORDILLO	27	52N	110	40W	4	42
CERRO VALLEJO	20	56N	105	13W	4	50
CERRO YACICORIS	27	50N	110	37W	4	42
CERROS DE SAN BLAS	10	15N	85	45W	7	100
CERROS DE SANTA ELENA	10	53N	85	49W	7	96
CHAMELA	19	31N	105	05W	5	56
CHAMPERICO	14	18N	91	55W	6	79
CIUDAD DE PANAMA	8	57N	79	32W	9	125
CLIFF PEAK	23	14N	106	29W	4	46
COCOS ISLAND	5	32N	87	04W	1	5
COLIMA SHOAL	13	18N	87	47W	6	86
COMMISSION ROCK	8	51N	79	34W	9	120
COMONDU	26	02N	111	49W	3	30
CONO DEL BUQUE PERDIDO	19	08N	104	27W	5	59
CONO HERMOSO	16	08N	95	16W	5	71
CORONADO DEL NORTE	32	26N	117	18W	2	9
CORONADO DEL SUR	32	24N	117	15W	2	9
CORTES BANK	32	30N	119	11W	1	3
COYOTE POINT	24	28N	110	42W	3	28
CULEBRA	8	55N	79	32W	9	122
CULIACAN	24	52N	107	24W	4	46

D

DOUBLE PEAK	29	23N	114	05W	3	33
DYER STRAIT	13	17N	87	45W	6	86

E

EL COCHORE	27	50N	110	45W	4	42
EL MOGOTE	24	10N	110	19W	3	28
EL MORRO	16	49N	99	55W	5	64
EL PALMAR	25	51N	109	51W	3	26
EL PINAL	13	17N	87	50W	6	86
EL SAUZAL	31	54N	116	42W	2	10
EL TRIUNFO	13	16N	88	33W	6	85
EMPALME	27	58N	110	49W	4	42
ENSENADA ARENAS	7	34N	81	42W	8	114
ENSENADA BOCOCHIBAMPO	27	55N	110	58W	4	41
ENSENADA DE GARACHINE	8	10N	78	21W	9	126
ENSENADA DE LOS MUERTOS	24	00N	109	49W	3	26
ENSENADA DE MATENCHEN	21	30N	105	15W	4	49
ENSENADA DE PABELLON	24	27N	107	36W	4	46
ENSENADA DE PICHILINQUILLO	18	12N	103	07W	5	60
ENSENADA GRAYSON	18	44N	111	00W	1	4
ENSENADA HONDA	8	25N	79	06W	9	128
ENSENADA MOGUL	8	19N	78	13W	9	126
ENSENADA PENA HUECA	8	24N	78	19W	9	127
ENSENADA PLAYA GRANDE	8	15N	79	06W	9	128
ENSENADA SAN FRANCISCO	27	55N	111	01W	4	41
ESCOLLOS ALIJOS	24	57N	115	45W	1	3
ESTERO AGUADULCE	8	14N	80	28W	9	119
ESTERO CAMICHIN	21	47N	105	31W	4	48
ESTERO DE AGIABAMPO	26	19N	109	16W	4	43
ESTERO DE HUIVUILAY	27	01N	109	58W	4	43
ESTERO DE PLAYA COLOLADO	25	11N	108	23W	4	45
ESTERO DE SAN JOSE	28	06N	114	07W	2	14
ESTERO DE TASTIOLA	28	22N	111	28W	4	40
ESTERO DE TOMATES	20	40N	105	18W	4	50
ESTERO DEL RANCHO	27	58N	110	52W	4	42
ESTERO REAL	12	55N	87	23W	6	88

F

FALSE BAR CHANNEL	12	27N	87	12W	7	91
FARALLON DE SAN IGNACIO	25	27N	109	24W	4	44
FARALLON DEL OBISPO	16	51N	99	54W	5	65
FARALLONES DE CONSIGUINA	13	05N	87	41W	6	88
FARFAN POINT	8	56N	79	34W	9	120
FARFAN RIVER	8	56N	79	35W	9	120
FLAMENCO ISLAND	8	55N	79	31W	9	121
FLAT HILL	31	24N	113	38W	4	39
FLAT ROCK	9	23N	84	09W	7	104
FONDEADERO CHAMPERICO	14	18N	91	56W	6	79
FONDEADERO DEL PULPITO	26	30N	111	27W	3	30
FONDEADERO LA LIBERTAD	13	29N	89	19W	6	83
FONDEADERO SAN JOSE	13	55N	90	50W	6	80
FONDEADERO DE MULEJE	26	54N	111	58W	3	31
FRAILES DEL NORTE	7	22N	80	10W	8	115
FRAILES DEL SUR	7	20N	80	09W	8	115
FUERTO DE SAN DIEGO	16	51N	99	55W	5	66

G

GATUN LAKE	9	10N	79	55W	9	122
GERMAINE BANK	5	09N	107	35W	1	5
GOLFO DE MONTIJO	7	38N	81	07W	8	114
GOLFO DE NICOYA	9	35N	84	49W	7	100
GOLFO DE PAPAGAYO	10	43N	85	45W	7	98
GOLFO DE SAN MIGUEL	8	15N	78	23W	9	126
GOLFO DE SANTA ELENA	10	58N	85	46W	7	96
GOLFO DULCE	8	23N	83	13W	7	106
GORRO DE LIBERTAD	13	34N	89	23W	6	83
GUARDIAN BANK	9	22N	87	27W	7	100
GUATULCO	15	43N	96	08W	5	70
GUAYMAS	27	55N	110	55W	4	42
GUEGUETON	19	38N	104	58W	5	56
GUERRERO NEGRO	28	06N	114	07W	2	14
GUINEA POINT	8	55N	79	34W	9	120
GULF OF PANAMA	8	00N	79	10W	9	119
GULF OF TEHUANTEPEC	15	55N	94	40W	5	71

H

HUMBUG BAY	29	16N	113	28W	3	35

I

ICACOS	16	50N	99	53W	5	65
ILE CLIPPERTON	10	17N	109	13W	1	5
INNER GORDA BANK	23	02N	109	31W	3	25
ISLA ALMAGRE GRANDE	27	54N	110	52W	4	42
ISLA ANGEL DE LA GUARDA	29	17N	113	25W	3	34
ISLA ASUNCION	27	06N	114	17W	2	18
ISLA BALLENA	9	08N	83	44W	7	105
ISLA BAREDITO	24	45N	108	04W	4	45
ISLA BARTOLOME	8	39N	79	03W	9	127
ISLA BOCA GRANDE	8	26N	78	10W	9	127
ISLA BONA	8	35N	79	36W	9	119
ISLA BRINCANCO	7	52N	81	48W	8	113
ISLA BURICA	8	01N	82	52W	7	108
ISLA CABO BLANCA	9	32N	85	07W	7	100
ISLA CACALUTA	15	42N	96	10W	5	69
ISLA CANAL DE AFUERA	7	41N	81	38W	8	113
ISLA CARACOLES	8	30N	78	57W	9	128
ISLA CARMEN	25	58N	111	10W	3	30
ISLA CARTAGENA	8	26N	78	10W	9	127
ISLA CATALINA	8	34N	79	04W	9	127
ISLA CEBACO	7	32N	81	09W	8	114
ISLA CEDROS	28	11N	115	13W	2	15
ISLA CHAPERA	8	35N	79	02W	9	128

Name	Page	Name	Page

	Position			Sector	Pg. No.
	°	′	°	′			
ISLA CHEPILLO	8	57N	79	08W	9	126
ISLA CHITRE	8	36N	79	04W	9	127
ISLA CHIVOS	23	11N	106	26W	4	46
ISLA CLARION	18	21N	114	44W	1	4
ISLA COCINAS	19	31N	105	06W	5	56
ISLA COLORADO	19	32N	105	07W	5	56
ISLA CONCHAGUITA	13	14N	87	46W	6	86
ISLA CONTADORA	8	38N	79	02W	9	127
ISLA CORONADOS	26	07N	111	17W	3	30
ISLA COROZAL	8	24N	78	11W	9	127
ISLA CRESTON	23	11N	106	26W	4	46
ISLA DANZANTE PRIMERO	25	46N	111	15W	3	29
ISLA DE ALTAMURA	25	00N	108	13W	4	45
ISLA DE APIES	17	40N	101	39W	5	63
ISLA DE CERRALVO	24	15N	109	52W	3	26
ISLA DE CHIRA	10	06N	85	09W	7	101
ISLA DE COIBA	7	30N	81	48W	8	113
ISLA DE GUADALUPE	29	02N	18	17W	1	3
ISLA DE LA LECHUGUILLA	25	45N	109	24W	4	43
ISLA DE LA ROQUETA	16	49N	99	55W	5	64
ISLA DE LAS PIEDRAS	25	52N	109	25W	4	43
ISLA DE LIMON	12	36N	87	21W	7	91
ISLA DE PAJAROS	27	53N	110	50W	4	41
ISLA DE SALSIPUEDES	28	44N	112	59W	3	34
ISLA DE SAN DIEGO	25	12N	110	42W	3	29
ISLA DE SAN IGNACIO	25	25N	108	55W	4	45
ISLA DE SAN JOSE	8	16N	79	07W	9	128
ISLA DE SAN MARTIN	30	29N	116	07W	2	13
ISLA DE SAN PEDRO NOLASCO	27	58N	111	23W	4	41
ISLA SANTA MARIA	25	38N	109	17W	4	43
ISLA DEL CANO	8	43N	83	53W	7	105
ISLA DEL COCO	5	32N	87	04W	1	5
ISLA DEL ESPIRITU SANTO	24	28N	110	20W	3	27
ISLA DEL REY	8	23N	78	54W	9	128
ISLA DEL TIGRE	13	16N	87	38W	6	87
ISLA DESPENSA	10	58N	85	44W	7	96
ISLA EL CEDRO	8	21N	78	13W	9	127
ISLA EL PELADO	8	38N	78	42W	9	126
ISLA ESTANQUE	29	05N	113	06W	3	34
ISLA ESTIVA	83	57N	79	37W	9	119
ISLA ESTRETE	15	56N	95	36W	5	71
ISLA EXPOSICION	13	19N	87	41W	6	87
ISLA EYRE	10	27N	85	49W	7	99
ISLA GALERA	8	12N	78	47W	9	128
ISLA GOBERNADORA	7	34N	81	13W	8	115
ISLA GORE	31	41N	114	39W	3	36
ISLA GRANDE	17	40N	101	40W	5	62
ISLA GRANITO	29	35N	113	33W	3	34
ISLA GRIFO	16	49N	99	55W	5	64
ISLA HABANA	25	08N	110	52W	3	29
ISLA HERRADURA	9	37N	84	40W	7	101
ISLA IGUANA	7	37N	80	00W	9	119
ISLA ILDEFONSO	26	38N	110	26W	3	30
ISLA INTRUSA	8	05N	81	43W	8	112
ISLA ISABEL	21	53N	105	54W	4	48
ISLA JICARITA	7	13N	81	48W	8	114
ISLA JICARON	7	16N	81	48W	8	114
ISLA JUANILLA	10	58N	85	44W	7	96
ISLA LA PARTIDA	24	33N	110	23W	3	27
ISLA LAS ANIMAS	25	07N	110	31W	3	29
ISLA LOBERA	26	41N	109	31W	4	43
ISLA LOBOS	27	20N	110	34W	4	42
ISLA LUCENILLA	24	35N	107	54W	4	46
ISLA MANUELITA	5	34N	87	03W	1	6
ISLA MARIA CLEOFAS	21	16N	106	17W	4	48
ISLA MARIA MADRE	21	36N	106	36W	4	48
ISLA MARIA MAGDELENA	21	25N	106	27W	4	48
ISLA MARTIN PEREZ	13	17N	87	44W	6	86
ISLA MEANGUERA	13	11N	87	43W	6	87
ISLA MEANQUERITA	13	10N	87	41W	6	87
ISLA MEJIA	29	34N	113	35W	3	34
ISLA MIRAMAR	30	05N	114	32W	3	35
ISLA MONSERRATE	25	40N	111	03W	3	29
ISLA MONTAGUE	31	43N	114	43W	3	36
ISLA MONTUOSA	7	28N	82	15W	8	114
ISLA MORRITO	27	55N	110	51W	4	41
ISLA NARANJAS	7	16N	80	57W	8	115
ISLA NATIVIDAD	27	52N	115	10W	2	15
ISLA NOVILLA	19	32N	105	07W	5	56
ISLA OTOQUE	8	36N	79	36W	9	119
ISLA PACHECA	8	40N	79	03W	9	127
ISLA PACHEQUILLA	8	40N	79	04W	9	127
ISLA PAJARITO	13	12N	88	28W	6	85
ISLA PAJAROS	23	15N	106	30W	4	46
ISLA PAJAROS	19	16N	104	53W	5	56
ISLA PARIDA	8	06N	82	21W	8	112
ISLA PARTIDA	28	52N	113	02W	3	34
ISLA PASSAVERA	19	32N	105	07W	5	56
ISLA PATOS	29	16N	112	27W	4	40
ISLA PEDRO GONZALEZ	8	24N	79	06W	9	128
ISLA PELICANO	28	48N	111	59W	4	36
ISLA PIEDRA	23	12N	106	26W	4	47
ISLA PITAHAYA	27	53N	110	52W	4	41
ISLA PUNTA ICACO	12	33N	87	16W	7	91
ISLA PUNTA SACATE	13	18N	87	46W	6	86
ISLA RANCHERIA	7	39N	81	42W	8	113
ISLA RATON	13	18N	87	30W	6	88
ISLA RAZA	28	49N	112	59W	3	34
ISLA ROCA PARTIDA	18	59N	112	04W	1	4
ISLA SABOGA	8	38N	79	04W	9	127
ISLA SACRIFICIOS	15	41N	96	15W	5	69
ISLA SALIACA	25	10N	108	22W	4	45
ISLA SAN BENEDICTO	19	19N	110	49W	1	4
ISLA SAN CARLOS	8	26N	78	10W	9	127
ISLA SAN ESTEBAN	28	42N	112	35W	4	40
ISLA SAN FRANCISCO	24	49N	110	35W	3	29
ISLA SAN GERONIMO	29	48N	115	48W	2	14
ISLA SAN JORGE	31	01N	113	16W	4	39
ISLA SAN JOSE	24	58N	110	38W	3	28
ISLA SAN JUANITO	21	43N	106	41W	4	49
ISLA SAN LUCAS	9	56N	84	54W	7	101
ISLA SAN LUIS	29	58N	114	25W	3	35
ISLA SAN MARCOS	27	11N	112	06W	3	31
ISLA SAN PEDRO MARTIR	28	22N	112	20W	4	40
ISLA SAN SEBASTIAN	13	10N	88	26W	6	85
ISLA SAN TELMO	8	16N	78	51W	9	128
ISLA SAN VICENTE	27	53N	110	52W	4	41
ISLA SANTA CATALINA	25	39N	110	47W	3	29
ISLA SANTA CRUZ	25	17N	110	44W	3	29
ISLA SANTA MARGARITA	24	26N	111	48W	2	21
ISLA SENORA	8	27N	79	07W	9	128
ISLA SILVA DE AFUERA	8	05N	81	49W	8	112
ISLA SILVA DE TIERRA	8	05N	81	46W	8	112
ISLA SMITH	29	04N	113	30W	3	33
ISLA SOCORRO	18	48N	10	59W	1	4
ISLA TABOGA	8	47N	79	33W	9	120
ISLA TABOGUILLA	8	49N	79	31W	9	121
ISLA TALON	7	45N	81	31W	8	113
ISLA TANGOLA TANGOLA	15	44N	96	05W	5	70
ISLA TIBURON	29	00N	112	21W	4	40
ISLA TORTUGA	27	26N	111	53W	3	35
ISLA URAVA	8	47N	79	32W	9	121
ISLA UVA	7	49N	81	36W	8	113
ISLA UVITA	9	09N	83	46W	7	105
ISLA VENADOS	23	14N	106	29W	4	46
ISLA ZACATE GRANDE	13	20N	87	36W	6	87
ISLA ZACATILLO	13	18N	87	46W	6	86
ISLAS BLANCAS	17	39N	101	38W	5	63
ISLAS BRUMEL	10	30N	85	50W	7	98
ISLAS CATIVOS	7	41N	81	29W	8	114
ISLAS CONTRERAS	7	50N	81	47W	8	113
ISLAS DE ASERRADORES	12	33N	87	16W	7	91
ISLAS DE LOS QUEPOS	9	22N	84	09W	7	104
ISLAS DE SAN LORENZO	28	38N	112	51W	3	33
ISLAS DE SANTA INES	27	01N	111	56W	3	31
ISLAS DE TODOS SANTOS	31	48N	116	48W	2	10
ISLAS DOS AMIGOS	5	31N	87	06W	1	6
ISLAS FARALLONES	13	05N	87	41W	6	88
ISLAS HUEVOS	10	39N	85	42W	7	98
ISLAS LADRONES	7	52N	82	26W	8	112
ISLAS LOS CORONADOS	32	25N	117	15W	2	9
ISLAS NEGRITOS	9	49N	84	50W	7	101
ISLAS SAN BENITO	28	19N	115	34W	2	17
ISLAS SANTA CATALINA	10	29N	85	53W	7	98
ISLAS SECAS	7	59N	82	02W	8	112
ISLAS TORTUGAS	9	46N	84	54W	7	101
ISLAS TRES MARIAS	21	33N	106	30W	4	48
ISLAS TURNERS	20	43N	112	19W	4	40

	Position				Sector	Pg. No.
	°	′	°	′		
ISLAS VIOLIN	8	47N	83	40W	7	105
ISLETA CHAME	8	44N	79	35W	9	120
ISLETA MELONES	8	49N	79	37W	9	120
ISLETA VENADO	27	58N	111	09W	4	41
ISLITA GAJUALA	8	04N	78	27W	9	129
ISLOTE PATINITO	8	15N	78	19W	9	126
ISLOTE PELADO	8	38N	78	42W	9	126
ISLOTE REINA	24	26N	109	58W	3	26
ISLOTE RONCADOR	7	16N	80	57W	8	115
ISLOTE TARAPA	8	47N	79	32W	9	121
ISLOTE ULLOA	5	33N	87	03W	1	6
IZTAPA	13	55N	90	38W	6	81
J						
JIQUILISCO	13	20N	88	33W	6	85
JOROBA DEL CAMELLO	25	35N	109	06W	4	44
K						
KELLETT	27	58N	45	13W	2	15
KELP POINT	27	40N	114	54W	2	17
L						
LA BANDERA	8	03N	82	25W	8	112
LA BOMBA	31	53N	115	02W	3	36
LA ENCANTADA	30	46N	115	21W	2	13
LA ENCANTADA	30	46N	115	21W	3	36
LA FLOR	11	07N	85	48W	7	96
LA LAGUNA	27	55N	110	50W	4	42
LA LIBERTAD	13	29N	89	19W	6	83
LA PALMA	8	24N	78	08W	9	127
LA PASAJERA	26	32N	111	45W	3	31
LA PREDRA BLANCA	28	51N	112	32W	4	40
LA UNION	13	20N	87	51W	6	86
LA VIUDA	8	07N	82	10W	8	112
LAGUNA DE CHACAHUA	15	57N	97	41W	5	67
LAGUNA DE SAN IGNACIO	26	48N	113	15W	2	18
LAGUNA DE SAN PEDRITO	19	05N	104	19W	5	58
LAGUNA DEL GUERRERO NEGRO	28	05N	114	08W	2	14
LAGUNA OJO DE LIEBRE	27	54N	114	18W	2	14
LAGUNA PAPAGAYO	16	45N	99	43W	5	66
LAS BARRACAS	27	03N	112	01W	3	31
LAS DOS PIEDRAS	16	51N	99	56W	5	65
LAS GALERAS	25	44N	111	03W	3	29
LAS HERMANAS	24	27N	111	48W	2	21
LAS PENAS	20	37N	105	16W	4	50
LAS PIEDRAS BLANCAS	28	13N	111	23W	4	41
LAS TETAS	22	53N	109	57W	2	22
LAS TETAS DE CABRA	27	57N	111	07W	4	41
LAS TRES MARIETAS	20	41N	105	36W	4	50
LAS TRES VIRGENES	27	26N	112	41W	3	32
LAZARO CARDENAS	17	56N	102	10W	5	62
LLANURAS DE SAN JUAN BATISTA	28	34N	111	38W	4	40
LORETO	26	01N	111	21W	3	30
LOS ALGODONES	27	58N	111	09W	4	41
LOS ARCOS	20	33N	105	19W	4	51
LOS BURROS	25	02N	110	48W	3	29
LOS FRAILES	23	23N	109	25W	3	25
LOS FRAILES	19	18N	104	57W	5	56
LOS FRAILES	19	05N	104	24W	5	57
LOS ISLOTES	24	36N	110	24W	3	27
LOS LOBOS	23	25N	110	13W	2	22
LOWROCK REEF	8	39N	83	43W	7	105
M						
MAN OF WAR COVE	24	38N	112	07W	2	20
MANUELA	28	10N	114	04W	2	14
MANZANILLO	19	03N	104	20W	5	58
MARCY CHANNEL	24	31N	111	50W	2	21
MAZATLAN	23	12N	106	25W	4	46
MONTANA CALAMAJUE	30	46N	115	21W	2	13
MONTANA CALAMAJUE	30	46N	115	21W	3	36
MONTANA DE CUMBRE REDONDA	28	55N	113	35W	3	33
MONTANA DEL PINACATE	31	45N	113	33W	4	39
MONTE BARTOLOME	27	41N	114	56W	2	17
MONTE CENIZA	30	27N	115	59W	2	13
MONTE EL GUATAMOTE	23	07N	110	03W	2	22
MONTE IXTAPA	17	41N	101	38W	5	63
MONTE JUDAS	9	31N	84	32W	7	101
MONTE MAZO	30	22N	116	00W	2	13
MONTE OBSCURO	30	22N	112	50W	4	39
MONTE PAPAYAL	11	17N	85	52W	7	96
MONTE PLANO	30	19N	112	45W	4	39
MONTE SAN CARLOS	25	33N	109	03W	4	44
MONTE SAN LAZARO	24	48N	112	16W	2	19
MONTE SANTA MARGARITA	24	23N	111	44W	2	21
MONTE SANTA MARIA	24	14N	110	15W	3	27
MONTE SILLA	23	11N	106	25W	4	47
MONTE THETIS	26	51N	112	28W	2	19
MONTE VERDI	27	20N	110	32W	4	42
MORRO AYUTLA	15	52N	95	47W	5	71
MORRO BRITO	11	20N	86	01W	7	95
MORRO COLORADO	28	20N	111	28W	4	41
MORRO DE LAS ANIMAS	17	19N	101	04W	5	63
MORRO DE PAPANOA	17	16N	101	03W	5	63
MORRO DE PETATLAN	17	32N	101	27W	5	63
MORRO DE PUERCOS	7	15N	80	26W	8	115
MORRO DE TABOGA	8	47N	79	33W	9	120
MORRO LAGUNA	28	15N	114	07W	2	14
MORRO MALDONADO	16	24N	98	38W	5	67
MORRO NEGRITO	8	02N	81	43W	8	113
MORRO SANTO DOMINGO	28	15N	114	07W	2	14
MOUNT ANCON	8	58N	79	33W	9	122
MOUNT BOUGHEY	9	59N	85	35W	7	100
MOUNT WALKER	9	28N	83	31W	7	105
N						
NAOS ISLANDS	8	55N	79	32W	9	122
NEGRITOS AFUERA	9	49N	84	50W	7	101
NEVADO DE COLIMA	19	35N	103	37W	5	59
NEXPA	16	38N	99	13W	5	66
NIAGARA ROCK	8	21N	79	09W	9	128
NORTE VIRADORES	10	37N	85	43W	7	98
NORTH EL MULATO	24	07N	110	08W	3	26
NORTH PASSAGE	8	28N	79	06W	9	128
NUEVO VENECIO	14	06N	91	37W	6	79
O						
OBSERVATION HILL	26	20N	109	15W	4	43
OCEANA BANK	8	24N	115	25W	1	5
OCOS	14	31N	92	12W	6	79
OJO DE LIEBRE	27	54N	114	18W	2	14
OMETEPEC	16	30N	98	44W	5	67
OUTER GORDA BANK	23	01N	109	29W	3	25
P						
PALMAR	23	16N	110	08W	2	22
PANAMA CANAL	8	56N	79	34W	9	122
PAPS DE COYUCA	17	24N	100	05W	5	63
PAPS DE TEJUPAN	18	24N	103	12W	5	60
PAREDONES DE SOCONUSCO	15	51N	93	41W	5	75
PASSAGE ROCKS	7	19N	81	43W	8	113
PEDREGAL	8	22N	82	26W	8	112
PENAS DEL TISCUCO	12	10N	86	47W	7	94
PENINSULA DE LUCENILLA	24	28N	107	40W	4	46
PENINSULA SAN JUAN	13	10N	88	29W	6	85
PERICO	8	55N	79	32W	9	122
PETROL BANK	24	38N	112	47W	2	19
PETROTERMINAL DE PANAMA	8	13N	82	52W	8	111
PICO AGUAPEPA	25	02N	107	48W	4	45
PICO BURICA	8	22N	83	00W	7	106
PICO CHUCHAMONE	24	22N	106	58W	4	46
PICO COLORADO	26	54N	111	59W	3	31

SAILING DIRECTIONS

SECTOR 10. AFRICAN COAST–RAS SIYYAN TO RAS HAFUN

BERBERA FROM THE SOUTHEAST

BERBERA ENTRANCE RANGE

LIST OF EFFECTIVE PAGES

Pub. 182 – First Edition, 1984

PAGES REQUIRED IN COMPLETE BOOK

Title Page
III
V
VII
IX (Rev. Blank)
XI
XIII
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XVII
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3 (Rev. Blank)
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27 (Rev. Blank)
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45 (Rev. Blank)
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87 (Rev. Blank)
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111 (Rev. Blank)
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211 (Rev. Blank)
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227 (Rev. Blank)
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233 (Rev. Blank)
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261 (Rev. Blank)
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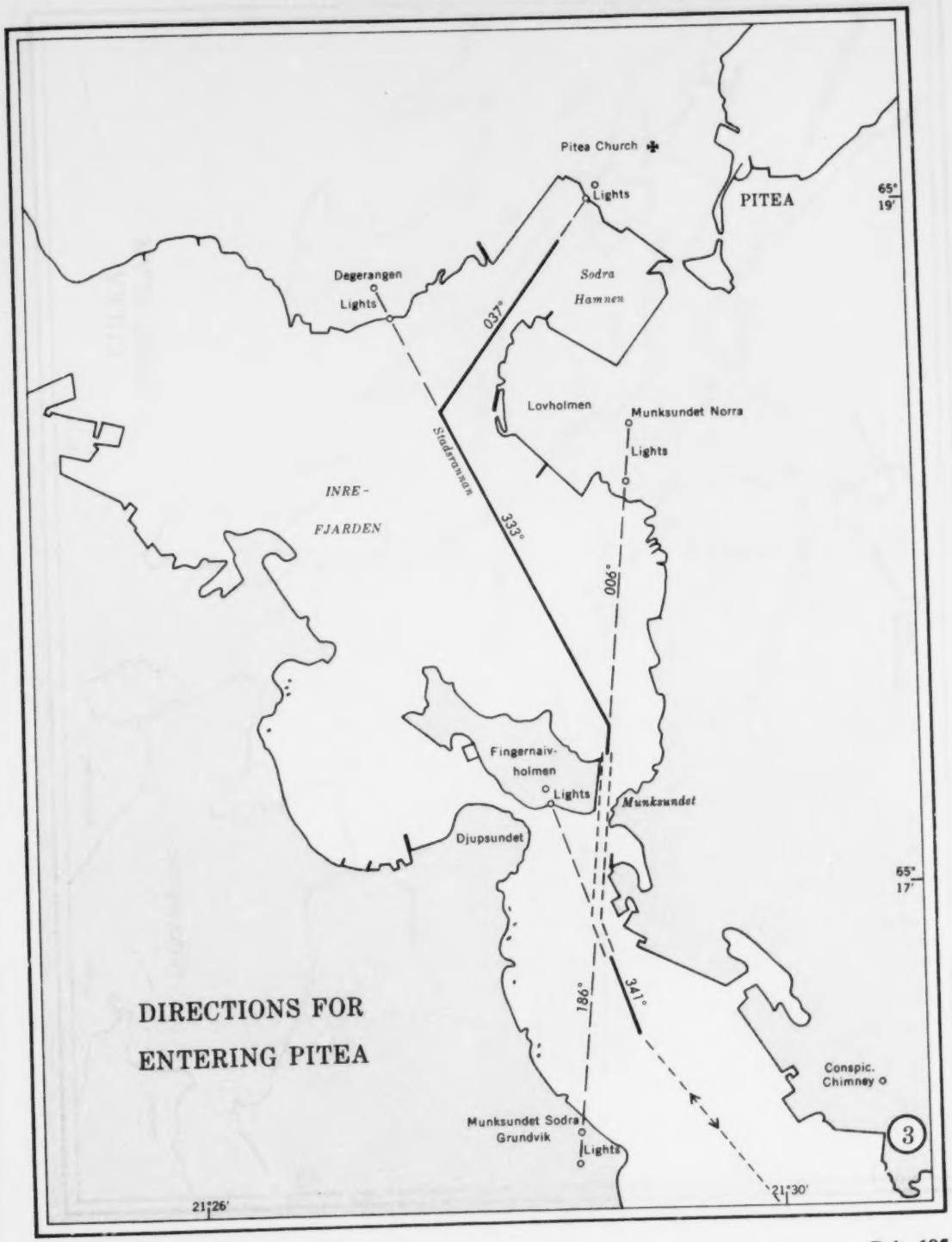
HOW TO KEEP THIS BOOK CORRECTED

As initially published, this book contains material based upon information available in the Defense Mapping Agency Hydrographic/Topographic Center through the date given in the preface. The publication of New Editions will be announced in Notice to Mariners. Instructions for ordering the latest Edition will be found in CATP2V10, Miscellaneous and Special Purpose Navigational Charts, Sheets and Tables.

In the interval between Editions, information that may amend material in this book is published in the weekly Notice to Mariners. The Notice to Mariners number and year can also be marked on the applicable page of the Sailing Directions. Between Editions, the Record of Applicable Notice to Mariners in the front part of this book affords an alternative system for recording Notice to Mariners numbers opposite each listed page number. The Summary of Corrections, Volume 5, contains a cumulative list of corrections for Sailing Directions from the date of publication. Reference to the Summary of Corrections should be made as required.

Book owners will be placed on the Notice to Mariners mailing list on request to the Defense Mapping Agency, Office of Distribution Services, Washington, D.C. 20315.


Pitea Church
Lights
PITEA
65° 19'
Degerangen
Lights
037°
Sodra
Hamnen
Lovholmen
Munksundet Norra
Lights
Stadsrannan
INRE-
FJARDEN
333°
006°
Fingernaiv-
holmen
Lights
Munksundet
Djupsundet
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DIRECTIONS FOR
ENTERING PITEA
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Conspic.
Chimney
Munksundet Sodra
Grundvik
Lights
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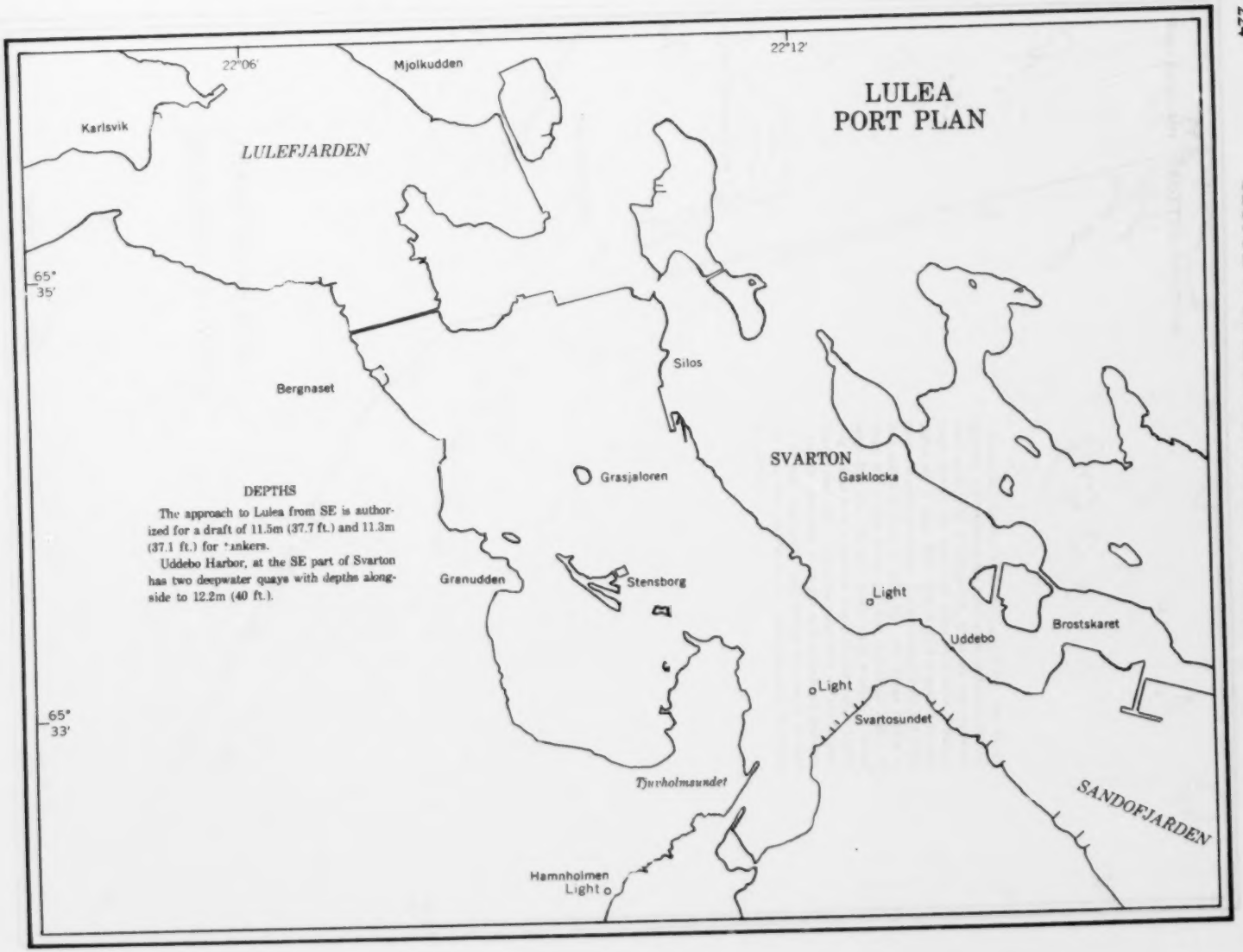
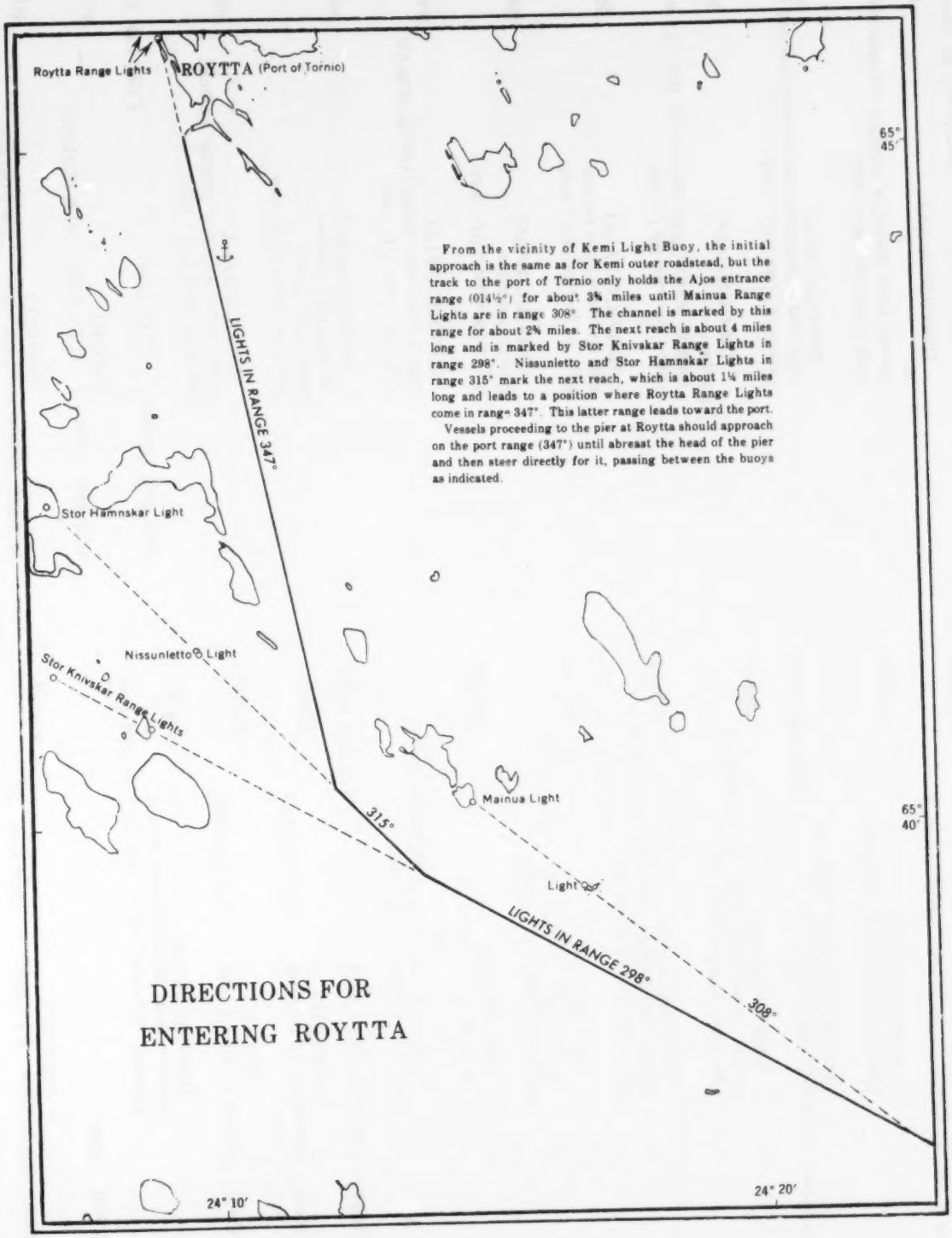
21°26'
21°30'

Pub. 195



SAILING DIRECTIONS



From the vicinity of Kemi Light Buoy, the initial approach is the same as for Kemi outer roadstead, but the track to the port of Tornio only holds the Ajos entrance range (014½°) for about 3¾ miles until Mainua Range Lights are in range 308°. The channel is marked by this range for about 2¾ miles. The next reach is about 4 miles long and is marked by Stor Knivskar Range Lights in range 298°. Nissunletto and Stor Hamnskar Lights in range 315° mark the next reach, which is about 1¼ miles long and leads to a position where Roytta Range Lights come in range 347°. This latter range leads toward the port.

Vessels proceeding to the pier at Roytta should approach on the port range (347°) until abreast the head of the pier and then steer directly for it, passing between the buoys as indicated.

DIRECTIONS FOR ENTERING ROYTTA

PUB 940 Introduction 6 Ed 1984 NEW EDITION
(DMAHTC) N46/84

PUB 940 Series

Wherever appearing, strike out (DL) to read (DS)
(DS) is defined as Distribution Limited.
(DMAHTC/HNCN) N30/85

PUB 940 Chapter 1 10 Ed 1985 NEW EDITION
(DMAHTC) N13/85

PUB 940 Chapter 2 10 Ed 1984 NEW EDITION
(DMAHTC) N20/84

PUB 940 Chapter 2 10 Ed 1984 LAST NM 20/84

Page 2-13–Lines 29-35/R; read:
41°14'14"N., 72°03'33"W. (Center of Race)
TO
41°15'00"N., 72°04°25"W.
(NVP 0032/84) N33/84

Page 2-14–Lines 5-8/L; read:
41°15'00"N., 72°04'25"W.
(NVP 0032/84) N33/84

Page 2-20–Graphic/strike out:
Replace with Graphic from back of Section I.
(DMAHTC/NVPV) N33/84

Page 2-21–Graphic/strike out:
Replace with Graphic from back of Section I.
(DMAHTC/NVPV) N33/84

PUB 940 Chapter 2 10 Ed 1984 LAST NM 33/84
Page 2-16–Line 26/R; strike out.

Page 2-16–Line 31/R; strike out.
(DMAHTC/NVPV) N46/84

PUB 940 Chapter 3 10 Ed 1984 NEW EDITION
(DMAHTC) N10/84

PUB 940 Chapter 4 10 Ed 1983 NEW EDITION
(DMAHTC) N1/84

PUB 940 Chapter 5 12 Ed 1984 NEW EDITION
(DMAHTC) N33/84

PUB 940 Chapter 5 12 Ed 1984 LAST NM 33/84

Page 5-56–Line 39/L; read:
Breezy Point, NAVSTA Norfolk, Virginia.
(DMAHTC/NVPV) N47/84

Page 5-56–Line 15/R; read:
tanamo Bay, Cuba.
IANTN DET Panama.
(DMAHTC/NVPV) N47/84

Page 5-58–Line 7/L; read:
2300.5 series, and COMNAVBASE NORVA
(DMAHTC/NVPV) N47/84

Page 5-58–Line 22/L; read:
General Messages
(DMAHTC/NVPV) N47/84

Page 5-58–Line 28/L; read:
sage clearance letter on file
(DMAHTC/NVPV) N47/84

Page 5-58–Line 33/L; read:
working hours (0800-1600)within five (5) working
days.
(DMAHTC/NVPV) N47/84

Page 5-58–Line 35/L; read:
valid operational situations provided properly cleared
(DMAHTC/NVPV) N47/84

Page 5-58–Line 44/L; read:
Breezy Point NAVSTA NORVA operates communi-
ca
(DMAHTC/NVPV) N47/84

(continued on next page)

PUB 940 (continued)

Page 5-59–Lines 11-12/L; read:
CAMS NTCC Little Creek Instruction 2300.5.
(DMAHTC/NVPV) N47/84

Page 5-60–Line 2/L; read:
hours call the COMNAVBASE Command Duty Officer (CDO)
(DMAHTC/NVPV) N47/84

PUB 940 Chapter 5 12 Ed 1984 LAST NM 47/84

Page 5-29–Lines 24-25/R; read:
Caution.– Maximum draft of ships entering Little Creek Harbor should not exceed 18 feet (See Notice to Mariners and latest charts for controlling depths). A mooring buoy is located outside the entrance approximately 1 mile north-northeast of the breakwater light.
(DMAHTC/HNCN) N8/86

Page 5-32–Lines 14-17/R; read:

12	25	800
13	25	800
14	20	800
15	22	800

(DMAHTC/HNCN) N8/86

PUB 940 Chapter 6 9 Ed 1984 NEW EDITION

(DMAHTC/NVPV) N9/84

PUB 940 Chapter 6 9 Ed 1984 LAST NM 9/84

Page 6-20 –Line 42-43/R; strike out.
(DMAHTC/HNCN) N25/85

Page 6-21–Lines 4-5/L; read:
Gatun Anchorage, Bohio Bend, Mamei Curve, Miraflores Lake, and in or near the locks,
(DMAHTC/HNCN) N25/85

Page 6-22–Lines 32-42/R; read:
GOLF–If the vessel is carrying any explosives or dangerous cargoes in bulk, state the correct technical name, quantity (in long tons), United Nations number, and the IMO class for each dangerous cargo carried. If the vessel is a tanker in ballast condition, and not gas free, state the correct technical name, United Nations number, IMO class of the previously carried cargo.
(DMAHTC/HNCN) N25/85

Page 6-22–Lines 43-45/R; read:
HOTEL–If the vessel is carrying any packaged dangerous goods other than explosives, state the IMO class and the total quantity (in long tons) within each class.
(DMAHTC/HNCN) N25/85

Page 6-22–Lines 58-59/strike out.
(DMAHTC/HNCN) N25/85

Page 6-23–Line 1/L; read:
(5) The number of passengers disembark-
(DMAHTC/HNCN) N25/85

Page 6-23–Line 3/L; read:
(6) The number of ports of origin of any
(DMAHTC/HNCN) N25/85

Page 6-23–Line 6/L; read:
(7) The number, kind, and country of ori-
(DMAHTC/HNCN) N25/85

Page 6-23–Line 9/L; read:
(8) The country of origin of all meat,
(DMAHTC/HNCN) N25/85

Page 6-23–Line 11/L; read:
(9) Has the vessel called at a port in any
(DMAHTC/HNCN) N25/85

(continued on next page)

PUB 940 (continued)

Page 6-23–Line 27/L; read:
(10) Specify whether the vessel has a valid
(DMAHTC/HNCN) N25/85

Page 6-23–Line 56/L; read:
tion the Panama Canal form 4398, Ships information
(DMAHTC/HNCN) N25/85

Page 6-25–Line 4/R; read:
Cargo Declaration Form 4363, from all ships
(DMAHTC/HNCN) N25/85

PUB 940 Chapter 7 9 Ed 1984 NEW EDITION
(DMAHTC) N38/84

PUB 940 Chapter 7 9 Ed 1984 LAST NM 38/84

Page 7-21–Line 17/L; read:
they are each 55 feet long,
(DMAHTC/HNCN) N43/85

PUB 940 Chapter 8 9 Ed 1984 NEW EDITION
(DMAHTC) N50/84

PUB 940 Chapter 8 9 Ed 1984 LAST NM 50/84

Page 8-20–Line 41/L; read:
ships, when government service pilots are not available.
(DMAHTC/HNCN) N24/85

Page 8-35–Lines 36-39/L; read:
to NAVSTA Mayport, INFO NAS Jacksonville, NSC Jacksonville, NAVSURFLANT READSUPP–GRU Mayport, Senior NAVSURFLANT Commander Present Mayport, and other interested commands.
(DMAHTC/HNCN) N24/85

PUB 940 Chapter 8 9 Ed 1984 LAST NM 24/85

Page 8-39–Line 23/R; read:
page 246-5789.
(DMAHTC/HNCN) N42/85

PUB 940 Chapter 9 6 Ed 1985 NEW EDITION
(DMAHTC) N46/85

PUB 940 Chapter 10 5 Ed 1985 NEW EDITION
(DMAHTC) N28/85

PUB 940 Chapter 11 11 Ed 1985 NEW EDITION
(DMAHTC) N49/85

PUB 940 Chapter 12 10 Ed 1985 NEW EDITION
(DMAHTC) N32/85

Page 12-33/Figure 15:
Replace with Figure 14 from page 12-34
(DMAHTC/HNCN) N32/85

Page 12-34/Figure 14:
Replace with Climatological Data from page 12-42.
(DMAHTC/HNCN) N32/85

Page 12-42/Climatological Data:
Replace with Figure 15 from page 12-33.
(DMAHTC/HNCN) N32/85

PUB 940 Chapter 12 10 Ed 1985 LAST NM 32/85

Page 12-1–Line 34/L; read:
tween 75°05'15"W., and 75°14'00"W. From the lat-
(DMAHTC/HNCN) N46/85

PUB 940 Chapter 13 9 Ed 1984 NEW EDITION
(DMAHTC) N23/84

PUB 940 Chapter 14 11 Ed 1985 NEW EDITION
(DMAHTC) N20/85

PUB 940 Chapter 15 3 Ed 1984 NEW EDITION
((DMAHTC) N8/84

PUB 940 Chapter 16 3 Ed 1985 NEW EDITION
(DMAHTC) N41/85

PUB 940 Chapter 17 2 Ed 1983 NEW EDITION
(DMAHTC) N46/83

PUB 940 Chapter 18 2 Ed 1985 NEW EDITION
(DMAHTC) N15/85

PUB 941 Introduction 6 Ed 1984 NEW EDITION
(DMAHTC) N46/84

PUB 941 SERIES

Wherever appearing, strike out (DL) to read (DS) (DS) is defined as Distribution Limited.
(DMAHTC/HNCN) N30/85

PUB 941 Chapter 1 10 Ed 1984 NEW EDITION
(DMAHTC) N15/84

PUB 941 Chapter 2 10 Ed 1983 NEW EDITION
(DMAHTC) N28/83

PUB 941 Chapter 3 9 Ed 1985 NEW EDITION
(DMAHTC) N9/85

PUB 941 Chapter 3 9 Ed 1985 LAST NM 9/85

Page 3-5–Line 31/R; read:
Naval Medical Clinic
(DMAHTC/NVPV) N10/85

Page 3-5–Line 32/R; read:
The Naval Medical Clinic provides outpatient care for
(DMAHTC/NVPV) N10/85

Page 3-5–Line 47/R; read:
not employed in conjunction with the medical clinic.
(DMAHTC/NVPV) N10/85

Page 3-6–Line 2/L; read:
The Naval Medical Clinic is administered by a com
(DMAHTC/NVPV) N10/85

Page 3-6–Line 14/L; read:
The Naval Medical Clinic is located in Building 90
(DMAHTC/NVPV) N10/85

Page 3-11–Figure 4/BLDG. 90; read:
Medical Clinic
(DMAHTC/NVPV) N10/85

Page 3-19–Line 5/L; read:
The Commanding Officer, Naval Medical Clinic,
(DMAHTC/NVPV) N10/85

Page 3-40–Line 36/L; strike out.
(DMAHTC/NVPV) N10/85

Page 3-40–Line 14/L; insert after:
Medical Clinic, 3-5
(DMAHTC/NVPV) N10/85

Page 3-41–Line 4/L; read:
Medical Clinic, 3-5
(DMAHTC/NVPV) N10/85

Page 3-41–Line 17/L; strike out.
(DMAHTC/NVPV) N10/85

PUB 941 Chapter 3 9 Ed 1985 LAST NM

Page 3-14–Line 45/R; read:
bound) **amidships**, approximately two (2) meters
(DMAHTC/NVPV) N12/85

PUB 941 Chapter 4 10 Ed 1986 NEW EDITION
(DMAHTC) N6/86

PUB 941 Chapter 5 11 Ed 1985 NEW EDITION
(DMAHTC) N2/86

PUB 941 Chapter 6 9 Ed 1984 NEW EDITION
(DMAHTC) N28/84

PUB 941 Chapter 6 9 Ed 1984 LAST NM 28/84

Page 6-20—Lines 42-43/R; strike out.
(DMAHTC/HNCN) N25/85

Page 6-21—Lines 4-5/L; read:
Gatun Anchorage, Bohio Bend, Mamei Curve, Miraflores Lake, and in or near the locks,
(DMAHTC/HNCN) N25/85

Page 6-22—Lines 32-42/R; read:
GOLF—If the vessel is carrying any explosives or dangerous cargoes in bulk, state the correct technical name, quantitiy (in long tons), United Nations number, and the IMO class for each dangerous cargo carried. If the vessel is a tanker in ballast condition and not gas free, state the correct technical name, United Nations number, and IMO class of the previously carried cargo.
(DMAHTC/HNCN) N25/85

Page 6-22—Lines 43-45/R; read:
HOTEL—If the vessel is carrying any packaged dangerous goods other than explosives, state the IMO class and the total quantity (in long tons) within each class.
(DMAHTC/HNCN) N25/85

Page 6-22—Lines 58-59/strike out.
(DMAHTC/HNCN) N25/85

Page 6-23—Line 1/L; read:
(5) The number of passengers disembark-
(DMAHTC/HNCN) N25/85

Page 6-23—Line 3/L; read:
(6) The number of ports of origin of any
(DMAHTC/HNCN) N25/85

Page 6-23—Line 6/L; read:
(7) The number, kind and country of ori-
(DMAHTC/HNCN) N25/85

Page 6-23—Line 9/L; read:
(8) the country of origin of all meat,
(DMAHTC/HNCN) N25/85

Page 6-23—Line 11/L; read:
(9) Has the vessel called at port in any
(DMAHTC/HNCN) N25/85

Page 6-23—Line 27/L; read:
(10) Specify whether the vessel has a valid
(DMAHTC/HNCN) N25/85

Page 6-23—Line 56/L; read:
tion the Panama Canal form 4398, Ships information
(DMAHTC/HNCN) N25/85

Page 6-25—Line 4/R; read:
Cargo Declaration Form 4363, from all ships
(DMAHTC/HNCN) N25/85

PUB 941 Chapter 7 10 Ed 1985 NEW EDITION
(DMAHTC) N46/85

PUB 941 Chapter 7 10 Ed 1985 LAST NM N46/85

Page 7-33—Graphic/Lower left; insert:

CAUTION: The full turning basin adjacent to Drydock 4 should be used by vessels transiting south in the Pearl Harbor Entrance Channel, and turning into Waipio Channel.
(DMAHTC/HNCN) N50/85

PUB 941 Chapter 8 9 Ed 1985 NEW EDITION
(DMAHTC/HNCN) N24/85

PUB 941 Chapter 9 12 Ed 1984 NEW EDITION
(DMAHTC) N3/85

PUB 941 Chapter 10 10 Ed 1983 NEW EDITION
(DMAHTC) N51/83

PUB 941 Chapter 10 10 Ed 1983 LAST NM N38/83

Page 10-13—Lines 19-23/R; read:
(continued on next page)

FLEET GUIDES

PUB 941 (continued)

FLECOMPRON FIVE is responsible for SAR for both ship and shore-based aircraft operating in the Subic Bay Area. SAR responsibility remains with commands directing operations within the COMNAV PHIL geographic area when operating outside the Subic Bay area.

Page 10-37–Lines 9-11/R; read:
FLECOMPRON FIVE, "VC-5", is under the operational and administrative control of Commander Fleet Air, Western Pacific, VC-5 provides jet aircraft for exercise support, DACT, and provides drone launch and recovery services for missile firing exercises. Request for VC-5 services should be made to FLECOMPRON FIVE info COMFAIRWESTPAC Atsugi, Ja. VC-5 support of USN exercises is provided via the Seventh Fleet scheduling processes. Contact Commander Fleet Air, Western Pacific for additional scheduling information.

Page 10-5–Lines 14-20/R; read:
Provides support and coordination services for all subordinate commands under Commander Fleet Air, Western Pacific (COMFAIRWESTPAC) located within the COMNAVPHIL area of responsibility. Additionally, it serves as coordinator for ongoing supply support for deployed SEVENTHFLT Units.

Page 10-5–Line 23/R; insert after:
U.S. NAVAL AIR STATION, CUBI POINT, R.P.
(DMAHTC/NVPV) N16/84

PUB 941 Chapter 10 10 Ed 1983 LAST NM 16/84

Page 10-19–Line 4/R; read:
navigation. Vessels should also exercise caution when operating near the area bound by 14°46'59"N., 120°14'10"E. to 14°46'44"N., 120°15'42"E., to 14°47'39"N., 120°14'30"E. to 14°47'05"N., 120° 15'24"E. to beginning, since unrecovered mines from a 1981 exercise may exist within this area constituting a danger to navigation.
(DMAHTC/HNCN) N40/85

PUB 941 Chapter 11 10 Ed 1984 NEW EDITION
(DMAHTC) N5/85

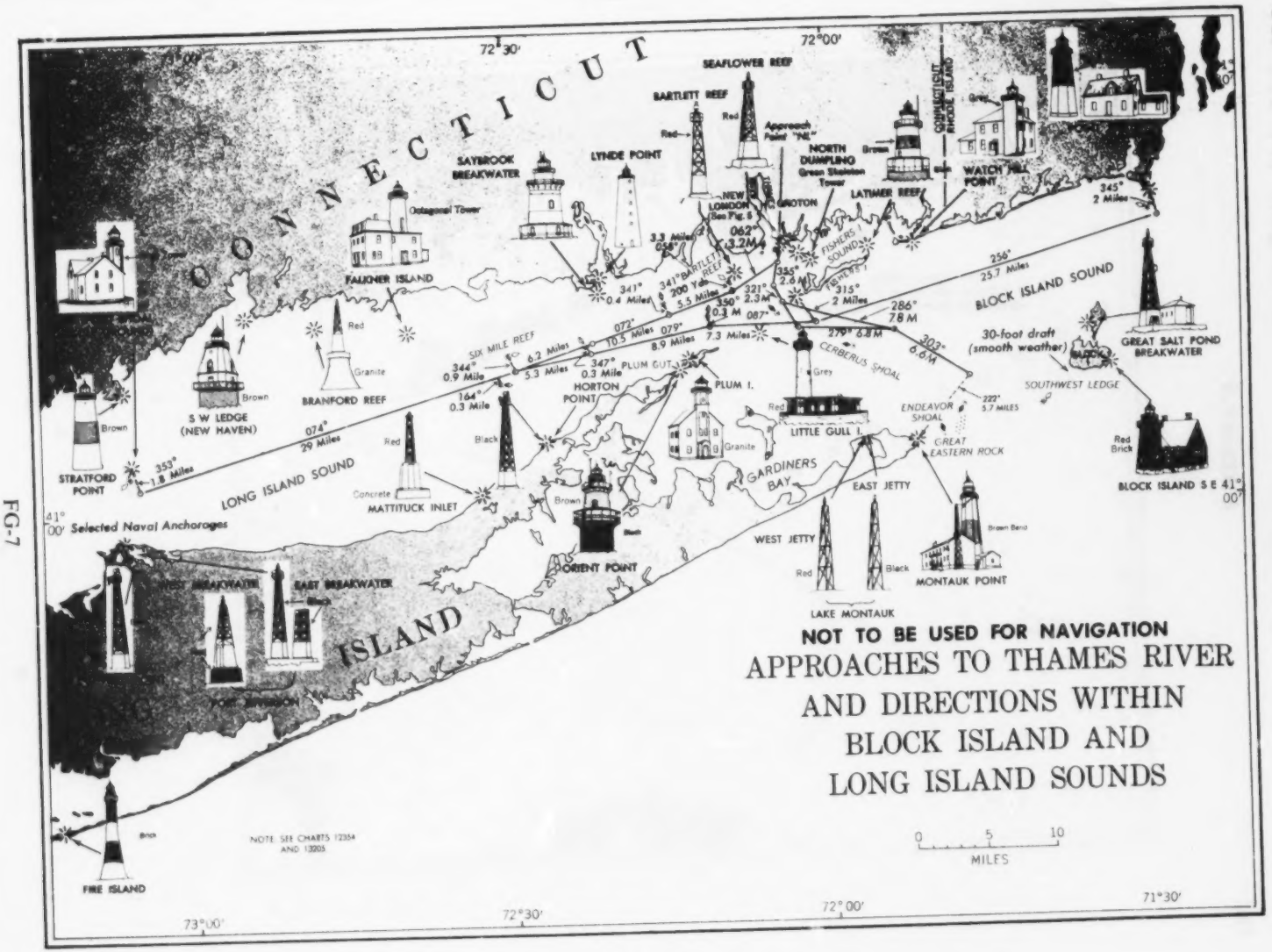
PUB 941 Chapter 11 10 Ed 1984 LAST NM 5/85

Page 11-22–Lines 22-36/L; read:
The Maritime Safety Office must be notified no later than 72 hours prior to any of the above vessels transiting the traffic route.
(DMAHTC) N15/85

PUB 941 Chapter 12 6 Ed 1985 NEW EDITION

(DMAHTC) N37/85

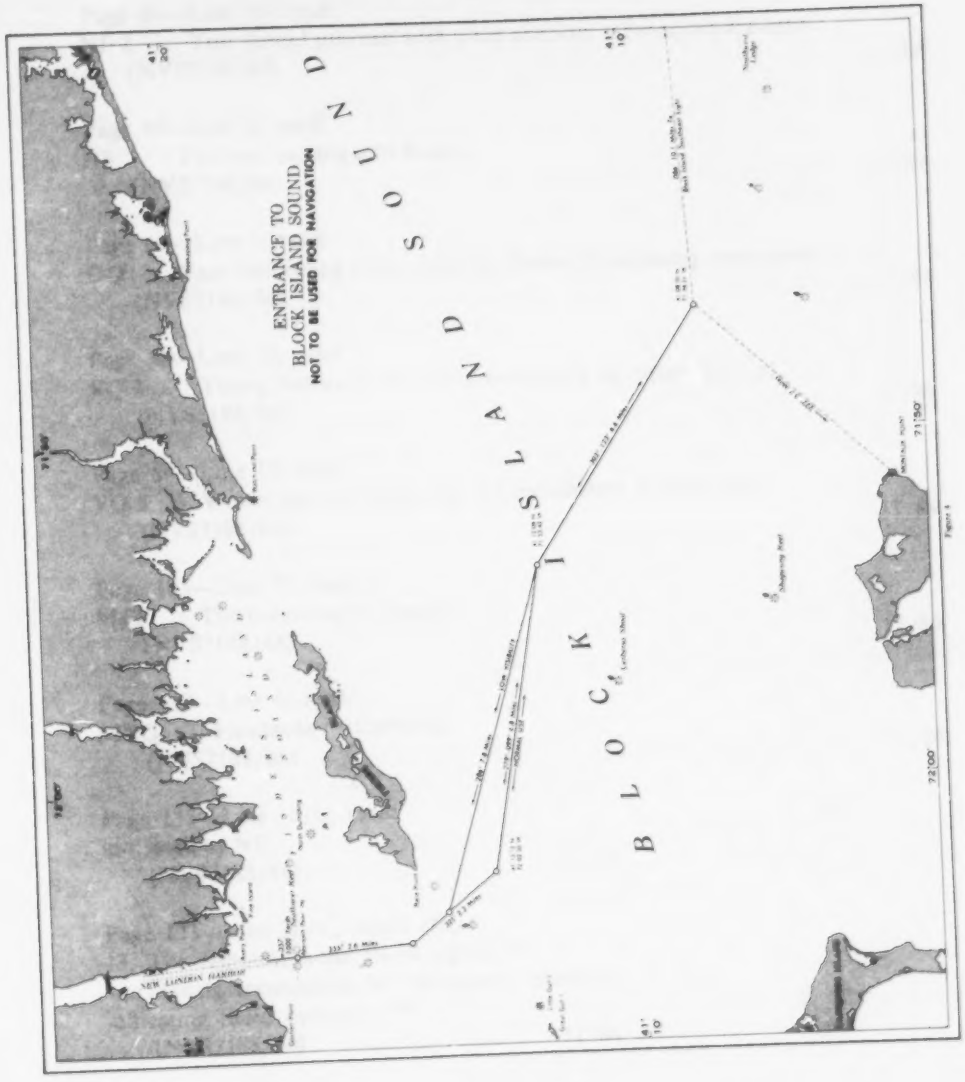
FLEET GUIDES



FG-7

Figure 3

FLEET GUIDES


ENTRANCE TO
BLOCK ISLAND SOUND
NOT TO BE USED FOR NAVIGATION
BLOCK ISLAND SOUND
BLOCK ISLAND
NEW LONDON HARBOR

PUB 102 Ed 1969, Revised 1981 LAST NM 17/82

Page 61—Line 22: read:
cated) is steering course . . ., speed . . .knots ..... GR
(NVS7188/84) 11/84

Page 64—Line 36; read:
NE 2 You should proceed with great caution; submarines are exer-
(NVS7188/84) 11/84

Page 65—Line 6; read:
NF You are running into danger. U
(NVS7188/84) 11/84

Page 68—Line 5; read:
OQ I am calibrating radio direction finder or adjusting compasses.
(NVS7188/84) 11/84

Page 86—Line 10; read:
VQ 2 Young fast ice (5–15 centimeters thick or rotten fast ice).
(NVS7188/84) 11/84

Page 86—Line 15; read:
VQ 5 Winter fast ice (more than 15 centimeters in thickness).
(NVS7188/84) 11/84

Page 103—Line 25; read:
MCI The breathing is irregular.
(NVS7188/84) 11/84

Page 112—Line 8; read:
MKQ Headache is throbbing.
(NVS7188/84) 11/84

Page 133—Line 18/L; read:
indicated by NC.
(NVS7188/84) 11/84

Page 133—Line 30/L; insert after:
13. The radiotelephone alarm signal. **
14. Signals transmitted by emergency position-indicating radio beacons. ***
(NVS7188/84) 11/84

MISC CORR

PUB 102 (Continued)

Page 133—Line 31/L; insert after:

** Two audio tones transmitted alternately at a frequency of 2200 Hz and 1300 Hz for a duration of 30 seconds to one minute.

*** Either the signal described in ** above or a series of single tones at a frequency of 1300 Hz.

(NVS7188/84) 11/84

Page 136—Line 11; insert after:

(b) Use

1. The distinctive emblem shall, whenever possible, be displayed on a flat surface or on flags visible from as many directions and from as far away as possible.

2. Subject to the instructions of the competent authority, medical and religious personnel carrying out their duties in the battle area shall, as far as possible, wear headgear and clothing bearing the distinctive emblem.

MISC CORR

LIGHT SIGNAL

1. The light signal, consisting of a flashing blue light, is established for the use of medical aircraft to signal their identity. No other aircraft shall use this signal. The recommended blue color is obtained by using, as trichromatic co-ordinates:

green boundary	$y = 0.065 + 0.805x$
white boundary	$y = 0.400 - x$
purple boundary	$x = 0.133 + 0.600y$

The recommended flashing rate of the blue light is between sixty and one hundred flashes per minute.

2. Medical aircraft should be equipped with such lights as may be necessary to make the light signal visible in as many directions as possible.

3. In the absence of a special agreement between the Parties to the conflict reserving the use of flashing blue lights for the identification of medical vehicles and ships and craft, the use of such signals for other vehicles or ships is not prohibited. 11/84

(NVS7188/84)

Page 148—Line 49; read:

UY 7 I am preparing to conduct extensive small boat and ship to shore amphibious 11/84

(NVS7188/84)

INTERNATIONAL CODE OF SIGNALS

PUB 102 Ed 1969 Revised 1981 LAST NM 11/84

Page 22–Line 7/R: insert after:
At sea.–It may also be used as a sound to mean: "I require a pilot."

Page 41–Lines 25-27: read:
EW5 My position is ascertained by electronic position-fixing system.

Page 68–Lines 6-9: read:

Electronic Position–Fixing System

My position is ascertained by electronic position-fixing system – – – – – – – – – – **EW5**

Page 135/Strike out:
IV Signals used by aircraft engaged . . .

Page 136/Strike out:
Entire page

Page 135/Insert after:
Pages 135A, 135B, 136 and 136A from back of Section II.

MISC CORR

IV AIR-TO-SURFACE VISUAL SIGNALS.

Signals used by aircraft engaged in search and rescue operations to direct ships towards an aircraft, ship or person in distress

PROCEDURES PERFORMED IN SEQUENCE BY AN AIRCRAFT			SIGNIFICATION
1 CIRCLE the vessel at least once.	2 CROSS the vessel's projected course close AHEAD at a low altitude while ROCKING the wings. (See Note).	3 HEAD in the direction in which the vessel is to be directed.	The aircraft is directing a vessel towards an aircraft or vessel in distress. (Repetition of such signals shall have the same meaning)
4 CROSS the vessel's wake close ASTERN at low altitude while ROCKING the wings. (See Note) NOTE Opening and closing the throttle or changing the propeller pitch may also be practiced as an alternative means of attracting attention to that of rocking the wings. However, this form of sound signal may be less effective than the visual signal of rocking the wings owing to high noise level on board the vessel.			The assistance of the vessel is no longer required. (Repetition of such signals shall have the same meaning)

Signals used by a vessel in response to an aircraft engaged in search and rescue operations

			SIGNIFICATION
Hoist "Code and Answering" pendant Close up; or	Change the heading to the required direction; or	Flash Morse Code signal "T" by signal lamp.	Acknowledges receipt of aircraft's signal
Hoist international flag "N" (NOVEMBER); or		Flash Morse Code signal "N" by signal lamp.	Indicates inability to comply

V SURFACE-TO-AIR VISUAL SIGNALS.

Red Blue

Communication from surface craft or survivors to an aircraft.

Use International Code of Signals or plain language by use of a torch, signalling lamp, or signal flags	or	Use the following surface-to-air visual symbols by displaying the appropriate symbol on the deck or on the ground.

Message	International Code of Signals	ICAO* visual symbols
- Require assistance	V	V
- Require medical assistance	W	X
- No or negative	N	N
- Yes or affirmative	C	Y
- Proceeding in this direction		*

* ICAO annex 12 - Search and rescue.

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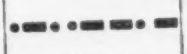
Reply from an aircraft observing the above signals from surface craft or survivors.

				SIGNIFICATION	
Drop a message or	Rock the wings (during daylight) or	Flash the landing lights or navigation lights on and off twice (during hours of darkness) or	Flash Morse Code signal "T" or "R" by light or	Use any other suitable signal	Message understood
Fly straight and level without rocking wings or	 Flash Morse Code Signal "RPT" by light or	Use any other suitable signal			Message not understood (repeat)

MISC CORR

VI SIGNALS TO SURVIVORS.

Procedures performed by an aircraft.

			SIGNIFICATION
Drop a message or	Drop communication equipment suitable for establishing direct contact		The aircraft wishes to inform or instruct survivors

Signals used by survivors in response to a message dropped by an aircraft

			SIGNIFICATION
Flash Morse Code signal "T" or "R" by light or	use any other suitable signal		Dropped message is understood by the survivors
Flash Morse Code signal "RPT" by light			Dropped message is not understood by the survivors

*High visibility colored streamer

IDENTIFICATION OF MEDICAL TRANSPORTS IN ARMED CONFLICT AND PERMANENT IDENTIFICATION OF RESCUE CRAFT*

Shape, color and positioning of emblems for medical transports

1. The following emblems can be used separately or together to show that a vessel is protected as a medical transport under the Geneva Convention.

2. The emblem, positioned on the vessel's sides, bow, stern and deck, shall be painted dark red on a white background.

a. On the vessel's sides the emblem shall extend from the waterline to the top of the ship's hull.

b. The emblems on the vessel's bow and stern must, if necessary, be painted on a wooden structure so as to be clearly visible to other vessels ahead or astern.

c. The deck emblem must be as clear of the vessel's equipment as possible to be clearly visible from aircraft.

3. In order to provide the desired contrast for infrared film or instruments, the red emblem must be painted on top of a black primer paint.

4. Emblems may also be made of materials which make them recognizable by technical means of detecting.

Illumination

1. At night and in restricted visibility the emblems shall be illuminated or lit.

2. At night and in restricted visibility all deck and overside lights must be fully lit to indicate that the vessel is engaged in medical operations.

Personal equipment

1. Subject to the instructions of the competent authority, medical and religious personnel carrying out their duties in the battle area shall, as far as possible, wear headgear and clothing bearing the distinctive emblem.

MISC CORR

* In accordance with Article 27 of the Second Geneva Convention of 12 August 1949, this chapter also applies to coastal rescue craft.

136 A

Flashing blue light for medical transports

1. A vessel engaged in medical operations shall exhibit one or more all-round flashing blue lights of the color prescribed in paragraph 4.

2. The visibility of the lights shall be as high as possible and not less than 3 nautical miles in accordance with Annex I to the International Regulations for Preventing Collisions at Sea, 1972.

3. The light or lights shall be exhibited as high above the hull as practical and in such a way that at least one light shall be visible from any direction.

4. The recommended blue color is obtained by using, as trichromatic co-ordinates:

green boundary	$y = 0.065 + 0.805x$
white boundary	$y = 0.400 - x$
purple boundary	$x = 0.133 + 0.600y$

5. The frequency of the flashing light shall be between 60 and 100 flashes per minute.

MISC CORR

Radar transponders

1. It should be possible for medical transports to be identified by other vessels equipped with radar by signals from a radar transponder fitted on the medical transport.

2. The signal from the medical transport transponder shall consist of the group YYY, in accordance with article 40 of the Radio Regulations followed by the call sign or other recognized means of identification.

Underwater acoustic signals

1. It should be possible for medical transports to be identified by submarines by appropriate underwater signals transmitted by the medical transports.

2. The underwater signal shall consist of the call sign of the ship preceded by the single group YYY transmitted in Morse on an appropriate acoustic frequency, e.g., 5kHz.

Rescue craft carried by medical transports

1. Every rescue craft should be equipped with a mast on which a Red Cross flag measuring about 2 x 2 meters can be hoisted.

Flashing blue light for medical aircraft

1. The light signal, consisting of a flashing blue light, is established for the use of medical aircraft to signal their identity. No other aircraft shall use this signal. The recommended flashing rate of the blue light is between sixty and one hundred flashes per minute.

2. Medical aircraft should be equipped with such lights as may be necessary to make the light signal visible in as many directions as possible.

PUB. 107
(First Edition 1981)

ATLAS OF PILOT CHARTS SOUTH PACIFIC OCEAN

Substitute the following Ocean Currents notes for existing Ocean Currents notes in 50°N., 155°E. on pages January thru December:

OCEAN CURRENTS

The green arrows on the chart indicate the prevailing direction, and the numerals indicate the minimum and maximum drift in miles per day.

OCEAN CURRENTS

The green arrows on the chart indicate the prevailing direction, and the numerals indicate the minimum and maximum drift in miles per day.

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The green arrows on the chart indicate the prevailing direction, and the numerals indicate the minimum and maximum drift in miles per day.

MISC CORR

NM 41/84

WORLD PORT INDEX CORRECTIONS

PUB 150 9Ed 1984 NEW EDITION
(DMAHTC Code NVP) 41/84

NM 19/82

DISTANCES BETWEEN PORTS CORRECTIONS

PUB 151 Edition 1976 LAST NM 45/80

Page 44—Line 34/center column: read:
Singapore. 2,107
(DMAHTC Code NVP) 19/82

Page 178—Line 26/center column: read:
Chimu Wan. Ryukyu Islands. 2,107
(DMAHTC Code NVP) 19/82

NM 17/84

OMEGA PROPAGATION CORRECTION TABLES CORRECTIONS

PUB 224 (112-C)E NEW EDITION 1984

Page II/substitute:
Page II PREFACE (Omega Propagation Corrections)
from back of Section II for page II PREFACE (Loran-C)
(DMAHTC) 17/84

MISC CORR

Replaces Page 31 in its entirety.

—INLAND—

Steering and Sailing Rules

RULE 14

Head-on Situation

(a) Unless otherwise agreed, when two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision each shall alter her course to starboard so that each shall pass on the port side of the other.

(b) Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line or both sidelights and by day she observes the corresponding aspect of the other vessel.

(c) When a vessel is in any doubt as to whether such a situation exists she shall assume that it does exist and act accordingly.

(d) Notwithstanding paragraph (a) of this Rule, a power-driven vessel operating on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(i), as appropriate.

RULE 15

Crossing Situation

(a) When two power-driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.

(b) Notwithstanding paragraph (a), on the Great Lakes, Western Rivers, or water specified by the Secretary, a vessel crossing a river shall keep out of the way of a power-driven vessel ascending or descending the river.

MISC CORR

(NVS 5403/85)

Replaces text only on Page 67.

—INLAND—

Lights and Shapes

RULE 24—*Continued*

(i) Notwithstanding paragraph (c), on the Western Rivers (except below the Huey P. Long Bridge on the Mississippi River) and on waters specified by the Secretary, a power-driven vessel when pushing ahead or towing alongside, except as paragraph (b) applies, shall exhibit:

(i) sidelights; and

(ii) two towing lights in a vertical line.

MISC CORR

(NVS7403/85)

DATA FOR SOME LOCATIONS WERE OMITTED FROM THE TIDAL CURRENT TABLES PACIFIC COAST OF NORTH AMERICA AND ASIA. THE TABLE BELOW SHOULD BE SUBSTITUTED FOR PAGE 224 IN THE 1986 EDITION.

TABLE 2. - CURRENT DIFFERENCES AND OTHER CONSTANTS, 1986

NO.	PLACE	METER DEPTH	POSITION Lat.	POSITION Long.	TIME DIFFERENCES Min. before Flood	TIME DIFFERENCES Flood	TIME DIFFERENCES Min. before Ebb	TIME DIFFERENCES Ebb	SPEED RATIOS Flood	SPEED RATIOS Ebb	AVERAGE SPEEDS AND DIRECTIONS Minimum before Flood	Maximum Flood	Minimum before Ebb	Maximum Ebb
		ft	° ' N	° ' W	h. m.	h. m.	h. m.	h. m.			knots deg.	knots deg.	knots deg.	knots deg.
	NEVA STRAIT Time meridian, 135°W				on WRANGELL NARROWS, p.82									
3375	Whitestone Narrows <67>		57 15	135 34	- - -	-0 46	- - -	-1 07	0.3	0.3	0.0 - -	1.2 178	0.0 - -	1.2 338
3380	Wyvill Reef		57 16	135 35	-0 58	-0 53	-0 17	-0 57	0.4	0.4	0.0 - -	1.6 150	0.0 - -	1.4 323
3385	Highwater Island, west of		57 17	135 36	-0 46	-0 52	-0 24	-1 18	0.3	0.3	0.0 - -	1.0 144	0.0 - -	1.4 330
3390	North of Kane Islands		57 20	135 40	Current weak and variable									
	SALISBURY SOUND													
3395	Sea Rock, 1 mile north of		57 21	135 53	-0 50	-0 50	-0 50	-0 50	0.3	0.3	0.0 - -	1.0 065	0.0 - -	1.0 245
3400	Kalinin Point, 1 mile north of		57 21	135 48	-0 50	-0 50	-0 50	-0 50	0.3	0.3	0.0 - -	1.0 080	0.0 - -	1.0 260
3405	Sinitsin Island		57 21	135 46	-0 50	-0 50	-0 50	-0 50	0.3	0.3	0.0 - -	1.5 095	0.0 - -	1.5 275
	PERIL STRAIT				on SERGIUS NARROWS, p.88									
3410	Kakul Narrows		57 22	135 41	+0 25	+0 43	+0 20	+0 29	0.3	0.4	0.0 - -	1.9 046	0.0 - -	2.4 235
3415	Suloia Point		57 23	135 39	+0 20	+0 20	+0 20	+0 20	0.4	0.4	0.0 - -	2.5 030	0.0 - -	2.5 210
3420	SERGIUS NARROWS		57 24	135 38	Daily Predictions						0.0 - -	5.9 062	0.0 - -	5.5 240
3425	Point Siroi		57 25	135 35	+0 23	+0 17	+0 22	+0 20	0.3	0.4	0.0 - -	1.7 059	0.0 - -	1.9 283
3430	Middle Point		57 26	135 35	-0 17	-0 31	-0 36	-0 01	0.2	0.4	0.0 - -	1.4 010	0.0 - -	2.1 187
3435	Big Rose Island, channel east of <68>		57 27	135 32	-0 17	-1 01	-1 31	-0 34	0.2	0.4	0.0 - -	1.4 030	0.0 - -	2.1 213
3440	Povorotni Island, west of		57 31	135 34	-0 15	-0 15	-0 15	-1 15	0.3	0.3	0.0 - -	1.8 340	0.0 - -	1.8 160
					on WRANGELL NARROWS, p.82									
3445	Otstoia Island Light, 1 mile north of		57 35	135 27	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 280	0.0 - -	2.0 100
3450	Nismeni Point, 1 mile north of		57 35	135 25	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 285	0.0 - -	2.0 105
3455	Peschani Point, 1 mile east of		57 32	135 18	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 325	0.0 - -	2.0 145
3460	Point Elizabeth, 1 mile northeast of		57 31	135 16	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 315	0.0 - -	2.0 135
3465	Point Benham, 1 mile east of		57 29	135 11	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 310	0.0 - -	2.0 130
3470	False Linderberg Head, 1 mile south of		57 27	135 05	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 305	0.0 - -	2.0 125
3475	Lindenberg Head		57 27	135 02	-0 25	-0 25	-0 25	-0 25	0.6	0.6	0.0 - -	2.0 280	0.0 - -	2.0 100
3480	Eva Islands		57 27	134 56	-0 20	-0 20	-0 20	-0 20	0.4	0.4	0.0 - -	1.3 275	0.0 - -	1.3 095
3485	Fairway Island		57 27	134 53	-0 20	-0 20	-0 20	-0 20	0.6	0.6	0.0 - -	2.0 265	0.0 - -	2.0 085
3490	Morris Reef, south of		57 27	134 49	-0 20	-0 20	-0 20	-0 20	0.4	0.4	0.0 - -	1.5 275	0.0 - -	1.5 095
	KHAZ BAY													
3495	Elbow Passage, south of Flag Island <69>		57 37	136 06	+0 18	- - -	+0 38	- - -	- -	- -	0.0 - -	- - 090	0.0 - -	- - 270
	CROSS SOUND				on NORTH INIAN PASS, p.94									
3500	Cape Spencer, 3 miles south of		58 09	136 38	+0 10	+0 10	+0 10	+0 10	0.4	0.4	0.0 - -	1.2 070	0.0 - -	2.0 250
3505	Yakobi Rock, 1 mile west of		58 05	136 36	+0 10	+0 10	+0 10	+0 10	0.4	0.4	0.0 - -	1.2 045	0.0 - -	2.0 225
3510	Port Althrop ent., E of George I <70>		58 12	136 22	- - -	- - -	- - -	- - -	- -	- -	0.0 - -	- - 340	0.0 - -	- - 160
3515	NORTH INIAN PASS		58 17	136 23	Daily Predictions						0.0 - -	2.9 075	0.0 - -	5.1 260
3520	South Inian Pass		58 13	136 21	+0 15	+0 15	+0 15	+0 15	1.2	1.2	0.0 - -	3.5 080	0.0 - -	6.0 260

Endnotes can be found at the end of Table 2.

MISC
CORR

WARNING ON USE OF FLOATING AIDS TO NAVIGATION TO FIX A NAVIGATIONAL POSITION

The aids to navigation depicted on charts comprise a system consisting of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid.

The buoy symbol is used to indicate the approximate position of the buoy body and the sinker which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecisions in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact the buoys are moored to sinkers by varying lengths of chains and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice or other natural causes, collisions, or other accidents.

For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

(NVS7413/85)

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